Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1934.

(Established 22nd September 1836)

(Incorporated 18th June 1924)

Bombay

THE TIMES OF INDIA PRESS.

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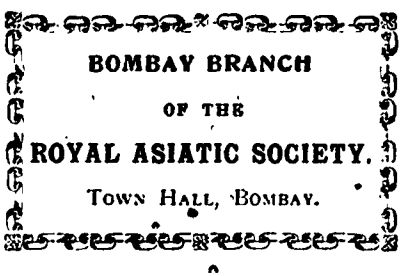

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REPORT

OF THE

COMMITTEE

OF THE

Bombay Chamber of Commerce

13361

FOR THE YEAR 1934.

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Presented to the Annual General Meeting held on 13th March 1935.

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* Part year.

List showing the various Statistical Returns their respective

(*All subscriptions are*

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Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily ..	192 0 0	20 0 0	1 0 0
Import Manifests. Issued twice a week..	200 0 0	20 0 0	2 8 0
Export Manifests. Issued twice a week ..	200 0 0	20 0 0	2 8 0
Current Quotations. Issued weekly ..	..	Free	..
Detailed Monthly Return of Principal Imports. Issued monthly	32 0 0	..	4 0 0
Statement showing the Exports of Cotton, Wheat and Seeds from India. Issued monthly	32 0 0	..	4 0 0
Return showing Stocks and Deliveries of Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	24 0 0	..	3 0 0
Return showing the Clearances of Cotton, Seeds, Wheat, &c., from Bombay. Issued Monthly..	64 0 0	..	6 0 0
New Statistical Returns.			
Return of Imports of Piece-goods and Yarns. Issued Monthly	30 0 0	..	2 8 0
Return of Imports of Piece-goods and Yarns (extra copy)	18 0 0	..	..
Exports of Cotton by Sea. Issued Monthly	24 0 0	..	2 0 0
Exports of Cotton by Sea (extra copy).	12 0 0	..	..
Memorandum and Articles of the Association	..	..	1 0 0
Tonnage Schedule	..	..	0 8 0
Annual Report of the Chamber ...	One copy additional	free and for copies each.	10 0 0
Index to the Chamber's Annual Reports (1836-1905)	..	..	5 0 0
Decision on Shipping and Mercantile Matters (1882-1932), Fifth Edition ..	..	..	5 0 0

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Note in regard to items that were formerly printed in the Annual Reports of the Chamber but have been omitted from this Report.

With a view to economy it was decided in 1932 to reduce the cost of printing the annual report of the Chamber by discontinuing the publication in the report of the following items. The pages shown against each item are those in which the item appears in the annual report for 1931.

Memorandum and Articles of Association.

(Volume I, pages 357 to 389.)

Copies of these can be obtained from the Secretary at a cost of Rupee one to members and Rs. 5 to non-members.

By-laws for the election of members of the Chamber as Trustee of the Port of Bombay, etc.

(Volume I, pages 390 and 391.)

By-laws of the Chamber to regulate the arbitration of commercial disputes by the Chamber.

(Volume I, pages 392 to 398.)

Copies of these are available to members and others applying for arbitration.

Rules regarding Committees of Arbitration.

(Volume I, pages 399 and 400.)

Provident Fund Rules.

(Volume I, pages 401 to 409.)

Bombay and other Chambers' Tonnage Scales.

(Volume I, pages 423 to 429 and 524 to 530.)

Copies of the Bombay Chamber's Tonnage Scale may be obtained from the Secretary at 8 annas per copy. Those of the other Chambers may be inspected in the rooms of the Chamber by members interested.

General Rates of Commission.

(Volume I, pages 430 to 433.)

Copies of these may be inspected in the rooms of the Chamber by members interested.

Bombay Port Trust Wharfage Charges.

(Volume I, pages 435 to 523.)

Copies of these may be inspected in the rooms of the Chamber or can be obtained direct from the Bombay Port Trust.

Holiday Lists.

(Volume I, pages 554 to 560.)

Copies of these are distributed among members each year and extra copies can be obtained on application to the Secretary.

Tariff Schedule.

(Volume II, pages 91 to 162.)

Copies of the Schedule are available for inspection by members in the rooms of the Chamber.

Statistics.

The publication of the following statistics, which were copied from the Government Statistical Returns, has been discontinued. They are however available for inspection by members in the rooms of the Chamber.

Foreign Trade of British India.

(*a*) Imports (Volume II, pages 315 to 343).

(*b*) Exports (Volume II, pages 344 to 359).

Foreign Trade of the Port of Bombay.

(*c*) Imports (Volume II, pages 360 to 383).

(*d*) Exports (Volume II, pages 384 to 395).

(*e*) Exports of Indian Cotton Grey Goods (Volume II, page 398).

(*f*) Exports of Indian Cotton Yarn (Volume II, page 399).

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

THE Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Mackinnon Mackenzie & Company's Building, on Wednesday, 13th March 1935, at 11-30 a.m., to transact the following business :—

1. To adopt the Report of the Committee of the Chamber for the year 1934.
2. To confirm the nomination of the members of the Committee of the Chamber for the year 1935-36 in accordance with the provisions of Article 37 (*g*).
3. To appoint Auditors of the Chamber's accounts for the year 1935 and to fix their remuneration.

Any other business that may be brought forward.

Mr. G. L. Winterbotham, M.L.C., President of the Chamber, presided and was supported by Mr. A. McIntosh, Vice-President, and Messrs. E. J. Bunbury, G. H. Cooke, N. S. Golder, L. A. Halsall, A. K. G. Hogg, and G. C. Phillips, Members of the Committee.

Among those present were :—

His Excellency the Right Honourable Lord Brabourne, G.C.I.E., M.C., Governor of Bombay ; Mr. M. Slade, I.C.S., Collector of Customs ; Mr. P. N. Mitra, B.A., Postmaster General ; Mr. W. D. M. Clarke, H. M. Trade Commissioner ; Captain R. M. Philby, R.I.M., Principal Officer, Mercantile Marine Department, Bombay District ; Major A. J. Ransford, R.E., Mint Master ; Mr. W. R. S. Sharpe, Chairman, Bombay Port Trust ; Captain A. G. Kinch, D.S.O., R.I.M., Dy. Conservator, Bombay Port Trust ; Mr. W. H. Hammond, M.A., F.R.G.S., Chairman, European

Association, Bombay Branch; Dr. Lederer; Mr. Bhagwandas Munmohandas Ramji, and Mr. Madhavji D. Thackersey of the Bombay Millowners' Association; the Chairman, Bombay Fire Insurance Association; the Chairman, Bombay Underwriters' Association; the Editor, Indian Textile Journal; The Consul for Poland, the Polish Trade Commissioner.

The following members of the Chamber were also present:—

Mr. G. A. H. Alexander..	
,, C. F. Freeman ..	Messrs. Andrew Yule & Co. Ltd.
,, N. C. E. Brander ..	,, W. & T. Avery, Ltd.
,, Jal P. Eranee ..	,, Bell Russ & Co.
Sir Joseph Kay, Kt. ..	,, W. H. Brady & Co., Ltd.
Mr. D. Moir	
,, W. J. Burrows ..	,, W. J. Burrows.
,, Shiavax C. Cambata..	,, Shiavax C. Cambata & Co., Ltd.
,, W. G. McKee ..	,, P. Chrystal & Co.
,, W. L. Hartigan ..	,, Courtaulds (India), Ltd.
,, A. J. Bebbington ..	,, Cox & Kings (Agents), Ltd.
,, Cecil N. Caroe ..	,, Craigie Blunt & Caroe.
,, K. A. Dubash ..	,, Ardeshir B. Cursetjee & Sons.
,, S. K. Chaudhari ..	,, W. H. Deeth & Co.
,, B. J. Whitby ..	,, A. F. Ferguson & Co.
,, G. Furze	,, James Finlay & Co., Ltd.
,, F. Whitehead ..	,, Forbes Forbes Campbell & Co., Ltd.
,, E. M. Gilbert Lodge	,, Gilbert Lodge & Co.
,, T. Sinclair Kennedy.	,, Glenfield & Kennedy, Ltd.
,, J. G. Calderwood ..	
,, C. R. Davies ..	,, Gorio, Ltd.
,, J. R. N. Graham, V.C.	,, Grahams Trading Co., (India), Ltd.
,, H. A. Henry ..	
,, S. Fuchsmann ..	,, Havero Trading Co., Ltd.
,, A. Roehder	
,, J. L. Riordan ..	,, Heatly & Gresham, Ltd.

Mr. Donald Hill	Messrs. Hill, Son & Knox.
„ Jamnadas Meghji ..	„ Jamnadas Meghji & Co.
„ E. J. C. Herring, M.I.E.E.	„ Jost's Engineering Co., Ltd.
„ E. C. Reid	„ Killick Nixon & Co.
„ R. C. Lowndes ..	
„ R. C. Giles	
„ V. F. N. Paton ..	
„ J. G. Milne	
„ H. G. Jackson ..	
„ E. Hunt	„ Krupp Indian Trading Co., Ltd.
„ N. Bruce Macbeth ..	„ Macbeth Bros. & Co., Ltd.
„ N. M. McLeod ..	„ Mackinnon Mackenzie & Co.
„ J. E. Bain	
„ A. K. Brown ..	
„ W. Allen	
„ H. A. Haverson ..	
„ E. J. Pakes	
„ H. Hodgkinson ..	„ Metcalfe & Hodgkinson.
„ Cavasji Cursetji Dalal	„ Moolji Jaitha & Co.
„ L. G. Ellis	„ F. & C. Osler, Ld.
„ E. G. Montgomery ..	„ Owen and Okell.
„ D. J. T. Owen ..	
„ J. Platt	„ Pilkington Brothers, Ltd.
„ W. M. Petrie ..	„ Ralli Brothers, Ltd.
„ A. J. Damala ..	
„ H. G. Pirrie	„ Richardson & Cruddas.
„ A. Pether	„ David Sassoon & Co., Ltd.
„ F. Stones, O.B.E. ..	„ E. D. Sassoon & Co., Ltd.
„ A. N. E. McHaffie ..	„ Shaw Wallace & Co.
Col. W. T. C. Huffam, O.B.E., M.C.	„ Sir W. G. Armstrong Whitworth & Co., Ltd.
Mr. A. M. H. Russell ..	„ Spencer & Co., Ltd.
„ O. A. Guggenheim ..	„ E. Spinner & Co.
„ T. J. Hudson ..	
„ R. D. Fraser ..	„ Steel Brothers & Co., Ltd.
„ H. A. Lindquist ..	
„ H. Messer	„ Steiners, Ltd.
„ F. H. French	„ Turner Morrison & Co., Ltd.

Mr. R. Scherer	Messrs. Volkart Brothers.
„ W. G. Lely	„ Wallace & Co.
„ I. B. Dick	„ Wilson Latham & Co., Ltd.
„ W. Deacon	„ Anglo Siam Corporation, Ltd.
„ J. F. Macdonell ..	Bombay Company, Ltd.
Sir Ness Wadia, K.B.E., C.I.E.	Bombay Dyeing & Manufacturing Co., Ltd.
Mr. C. N. Moberly, C.I.E..	Bombay Electric Supply and Tramways Co., Ltd.
„ W. T. Lane	Bombay Gas Company, Ltd.
„ L. W. Boulter ..	
„ R. H. Parker ..	Bombay Telephone Co., Ltd.
„ G. O. Pike	Burmah. Shell Oil Storage & Distributing Co. of India, Ltd.
„ R. G. Hopkins ..	
„ R. C. Lawson ..	
„ H. Borri	
„ R. W. Fowler ..	Goodyear Tyre & Rubber Co. (India), Ltd.
„ F. Moore	W. T. Henley's Telegraph Works Co., Ltd.
„ S. B. Hubble ..	Imperial Tobacco Co. of India, Ltd.
„ Nurmahomed M. Chinoy.	Motor Manufacturers & Importers' Association, Ltd.
Captain H. A. O'Connor .	United Artists Corporation.
Mr. S. O. Sundgren ..	Western India Match Co., Ltd.
„ S. J. Wheler ..	Wolverhampton Works Co., Ltd.
„ J. G. Ridland ..	Imperial Bank of India.
„ E. H. Curling ..	Lloyds Bank, Limited.
„ L. Randall	Atlas Assurance Co., Ltd.
„ H. F. Stackard ..	Commercial Union Assurance Co., Ltd.
„ Hugh Pollett ..	London & Lancashire Insurance Co., Ltd.
„ C. R. C. Gardiner ..	New Zealand Insurance Co., Ltd.
„ A. S. Chadwick ..	Pearl Assurance Co., Ltd.
„ H. I. Watson ..	Royal Insurance Co., Ltd.
„ E. G. Wills	South British Insurance Co., Ltd.
„ H. Chamberlain ..	Sun Life Assurance Co. of Canada.

Mr. R. J. F. Sulivan, Secretary, and Mr. H. Royal, Assistant Secretary of the Chamber.

The notice convening the meeting having been read, Mr. G. Le WINTERBOTHAM, in opening the proceedings, said:—Your Excellency and Gentlemen,—On behalf of the members of this Chamber I extend to His Excellency the Governor a cordial welcome to our Annual Meeting. You do us honour, Sir, by your presence which we hope we are not presumptious in taking as recognition not only of the importance of Commerce and Industry in the life of the Presidency but also of the contribution which the Bombay Chamber of Commerce is able to make to the general welfare. We are believers in close personal contacts with the Head of the Administration downwards and I should like to acknowledge with gratitude Your Excellency's readiness at all times to take a personal interest in the manifold problems which confront the commercial community to-day.

We are also very glad to see so many other distinguished visitors here to-day.

The year 1935 is in any event going to be a notable one. A year which marks the Silver Jubilee of His Majesty the King Emperor's reign and sees the passing by the British Parliament of a new Government of India Act needs nothing further to make it memorable—but if, as we all hope, it also proves to be a year when India's position, political and economic, is strengthened by the results of a real recovery in trade we may well set it down as one which marks a new epoch.

Your Excellency will need no assurance that the members of the Bombay Chamber of Commerce will do what lies within their power and their means to make the Silver Jubilee Celebrations in Bombay the success which the occasion demands and it will be our pride to share with all other subjects of His Majesty in India the privilege of testifying our loyalty.

THE NEW CONSTITUTION.

On the subject of the new constitution it is not necessary to dwell at length. As the last stage when the Bill which gives

effect to the recommendations of the Joint Parliamentary Committee is in course of being passed by Parliament it would be waste of words to do more than define our general attitude to the whole problem. At their annual meeting in December last year the Associated Chambers recorded their cordial approval of the recommendations of the Joint Parliamentary Committee as the basis for the revision of the Constitution without prejudice to their right to attempt to get the resulting Bill amended in certain important particulars. As far as your Committee were concerned this followed a close study of the Report of the Joint Parliamentary Committee and I would like to emphasize the fact that whatever may lie in store for the interests represented by the constituent members of the Associated Chambers of Commerce under the new Government of India Act, they will not have to reproach themselves with apathy or failure to take their share in the various stages in the long drawn out enquiry. As a not unimportant part of the body politic of India we have striven throughout for the best possible measure to secure the desired goal of Self-Government within the Empire. And who is there who will blame us if in doing so we have kept prominently before us the necessity for provisions which will secure for all the conditions essential to peaceful trading and for the interests which we represent protection against discrimination ?

We believe that the Bill now before Parliament does contain provisions which will secure these ends without making the goal impossible of achievement. The word safeguard has been given an almost sinister meaning by some of our Indian friends and I would take this opportunity of defining our attitude towards them. We have pressed for the necessity for safeguards and we do not think the Government of India Bill contains too many or that they go too far. But we do not believe that given men of constructive purpose and of goodwill as Ministers they will often come into operation. To quote Sir Thomas Catto from the evidence which he gave for the Associated Chambers of Commerce before the Joint Parliamentary Committee we hope

that the safeguards will be like a contract. When a good contract is made it is put in the safe and is never referred to again; it is there to be referred to if ever it is necessary but usually if it is a good contract it is never referred to again. We hope that the safeguards will be like that. They will be there—it is necessary that they should be there—but we hope that the need for referring to them will rarely, if ever, arise.

Trade Outlook.

On the third factor which we hope will make the year 1935 even more memorable than it would ordinarily be, Recovery in Trade, I prefer to speak with caution. That recovery has begun there can be no denying—better Railway traffic figures, higher returns from customs duties and income-tax, and higher prices for some of India's leading commodities all tell their own story. But I confess to feelings of serious doubt as to how far the recovery can go without the removal of some of the barriers to international trade set up by the vicious policy of economic nationalism and by the instability of exchanges.

Government of India Budget.

We need not however let our doubts of the future obscure the very real progress which is being made, no better evidence of which, as far as India is concerned, is required than the Government of India's financial position as revealed by the Finance Member's first Budget Speech. I share the view of the "Financial Times" that it is an admirably clear and succinct exposition of sound and orthodox finance. Some of us may feel that it errs on the conservative side and that in view of the size of the surplus in 1934-35 greater relief should be given in 1935-36 to the taxpayer than the reduction by one-third of the surcharge on Income and Super Taxes. But speaking for myself I find much more reason for cheerfulness than for criticism in the Finance Member's speech. For has not this exponent of sound and orthodox finance told us that we shall find we can triumphantly fulfil the task of financing the inception of Provincial

Autonomy, and at the same time give relief to the taxpayer? We have always held that the crux of Provincial Autonomy was the provision of adequate finances for the Provinces and this expression of opinion from such a source must go far to dispel the doubts of those who still fear that the new Constitution will be wrecked on the rocks of finance.

Tariffs.

And has not Sir James Grigg told us that in his opinion India's revenue tariff is too high and too complicated, on both of which counts it is a restraint on trade and recovery? I am not belittling the need for adequate protection of those of India's industries which have proved their claim to protection when I emphasize the need for realising that the rate by which India's exports grow must depend on the extent to which she buys goods from other countries. It was because we felt that the extent of India's tariffs, swollen as they are by the emergency surcharges imposed at the time of the emergency budget in the autumn of 1931, was hampering trade and inflicting hardship on the consumer that we moved a Resolution at the meeting of the Associated Chambers last December, requesting the Government of India to expedite the report of the departmental enquiry regarding the incidence of tariff rates on non-protected articles —and it is most heartening to find the Finance Member pronouncing on the same lines.

Government of Bombay Budget.

Your Excellency will forgive me if I say that it is not possible to view the Bombay Government's Budget for 1935-36 with any measure of satisfaction. This is not to say that we criticise the Finance Member of Your Excellency's Government for his handling of a thankless job. We realize the handicaps under which any Provincial Finance Member and particularly the Bombay Finance Member, is placed. But all the same it is very disappointing to find that no provision can yet be made for the remission of emergency taxation, by which I mean the Electricity Duty,

which remains to-day as obnoxious to us as when it was imposed. We can only impress upon Your Excellency's Government the fact that we look to have this tax removed as soon as the surplus is there to justify such a course—and in estimating the surplus we shall certainly not be disposed to allow expenditure on a higher scale than at present.

There will I think be general satisfaction that a method has been found to raise revenue by means of uniform taxation of motor vehicles throughout the Presidency in order to do away with the antediluvian system of tolls and it is much to be hoped that the Bill shortly to be introduced in the Legislative Council will find its way speedily on to the Statute book. I am free to admit that there still exists room in Government's proposals for the adjustment of rates on various classes of vehicles, especially buses and lorries, before all sections will be satisfied as to the incidence of the new taxation and it is to be hoped that some *via media* may still be found.

Bombay Port Trust.

I cannot pass from the subject of budgets without mentioning that of the Bombay Port Trust. It must be a matter of great satisfaction to Mr. Sharpe that on the eve of his retirement he has, after a period of unparalleled difficulty, been able to present a budget for the year 1935-36 which shows a small surplus. The Bombay Chamber has, as is only right, a very close connection with the Bombay Port Trust through the representation which it enjoys on the Board of Trustees and I should like from my personal experience of over 9 years on the Board to pay a tribute to the work which Mr. Sharpe has done for the Port. I could only wish that he were going to be here to see the fruition of his labours when, as I confidently expect, returning prosperity within the next few years enables the charges of the port, which already challenge comparison with those of the other major ports of India to be reduced.

Diversion of Trade from Bombay.

Bound up with the question of Port charges is the problem of diversion of trade—especially to Kathiawar ports. My

predecessor last year dealt with the problem at some length and it has been constantly before us in the intervening twelve months. We have neglected no opportunity of drawing the attention of Government to it, whether by official representation or informal discussion, and we believe that our efforts have not been in vain. Mr. Nind of the Central Board of Revenue was deputed in May to enquire how far the financial position of the Port of Bombay was being affected. Since then it is understood that the Government of India have been in negotiation with the chief Kathiawar States and we earnestly trust that an agreement will be reached which will safeguard alike the rights of the States, the revenues of the Government of India and the trade of Bombay. We are convinced that the Government of India are at grips with the problem and are determined to find a solution and such being the case it is wise to be circumspect in one's language. Suffice it to say that the Port of Bombay has nothing to fear if the inducement to entice trade away from its normal channels is removed.

Sea Customs Act, Section 30.

The difficulties experienced by importers in connection with their assessments under Section 30 of the Sea Customs Act have again formed the subject of lengthy representations to the Government of India who have been asked to re-examine their interpretation of "real value" so as to exclude post-importation charges in assessing goods to duty. It has been pointed out to Government that the present system has the effect of penalising the enterprise of the proprietor of a well known brand of article by including in the price assessable to duty not only post-importation charges but also the cost of establishing the brand represented by the extra price which the market is prepared to pay for it. Your representative at the last meeting of the Associated Chambers also moved a resolution on the subject urging Government to take early action with a view to the administration of the Sea Customs Act in such a manner as to ensure that imported goods assessable under Section 30 (a) shall be assessed on a

wholesale cash price no greater than that at which they are first sold, or are capable of being sold, at the time and place of importation. These representations have not yet been successful in eliciting a reply from the Government of India but we believe and hope the latter are beginning to recognise the inequities complained of, which indeed are causing trade to forsake its natural economic channels for the devious ways of Kathiawar and the dangerous waters of Cambay. Fortunately, as I say, there are signs that the evils of the situation are being recognised by the authorities and members may be assured that your Committee will not rest until a remedy has been found and applied.

Protection of Indian Industries.

The protection afforded the Iron and Steel Industry came up for review last year. Acting on the advice of the majority of a strong Sub-Committee which included representatives both of the Indian industry and of importing interests we felt bound to acquiesce in the imposition of an excise duty on steel ingots produced in British India in order to make good some part of the loss of revenue resulting from the decline in imports owing to the protection of the Indian industry. It is after all part of the price which has to be paid by any country embarking on a protective policy. The views of the Special Sub-Committee are reproduced in the report which is in your hands, and it is unnecessary for me to make further comment on this matter beyond mentioning that there have since come to light certain lacunæ in the Act which have been the subject of correspondence between the Chamber and the Government of India. I refer to the failure to provide an alternative *ad valorem* duty in the case of certain articles of non-British manufacture. This omission, if it is not repaired, besides penalising importers of high grade British steels is likely to cost the Government of India an appreciable loss in revenue.

Of special interest to this Presidency is the further term of protection afforded the textile industry by an Act passed last

year which, besides endorsing the Tariff Board's finding that the industry had established a claim to substantive protection also gave statutory effect to the Indo-Japanese trade agreement and to the unofficial agreement between representatives of the Indian and United Kingdom textile industries. The measure was accepted by your Committee subject to certain reservations.

Indo-Japanese Trade Agreement.

The Indo-Japanese Trade Agreement was dealt with at some length by my predecessor last year and subsequent developments are fully chronicled in the report. It is therefore unnecessary for me to say more here beyond that the agreement appears to have worked fairly smoothly hitherto but that the Chamber's apprehensions regarding attempts at getting round the quota regulations have proved far from groundless as is clearly shown by the disproportionate imports of Japanese goods into Cutch State and the numbers of packages of so-called fents of Japanese origin which have been refused entry by the Customs authorities in Bombay—to cite only two examples. We trust there will be no relaxation in the vigilance of the Customs authorities and we were glad to learn that additional funds are to be provided for strengthening the land customs frontier of Cutch. I may record here with satisfaction that the Government of India have acceded to our request for the regular publication of figures showing the position of the Japanese quota. Quarterly statements are now published in the *Indian Trade Journal* while the Chamber also issues to members monthly statements showing the approximate position.

Company Law.

The Government of India have appointed an officer on special duty to make a preliminary survey of the proposals that have been made from time to time for the amendment of the Indian Companies Act and at the same time to examine the working of the Insurance Acts. We may be assured that the incoming Committee will closely scrutinize any proposals which are made

for the amendment of legislation which is of major importance to the commercial community. We have indeed a special interest in the revision of the Companies Act since it was this Chamber which drew attention to the fact that the Act stood in need of revision by moving a resolution on the subject at a meeting of the Associated Chambers as far back as 1926.

Railway Matters.

For some time past we have been engaged in a protracted struggle with the Railway Board regarding the terms in which Railway Risk Notes are drawn and the policy and procedure governing their use. The numerous complaints received from our members make it clear that Risk Note 'A' is demanded without proper cause and indeed almost as a matter of routine and that damage in no way attributable to the conditions noted in the endorsement is subsequently repudiated. The Railway Board are understood to have agreed in principle to accept liability for damage resulting from causes not mentioned in the risk note, but so long as the terms of the risk note are not amended I fear they will find it impossible to enforce their wishes on the subordinate staff. We are still carrying on the fight and I am glad to say we have enlisted the powerful support not only of the Associated Chambers but of other important bodies such as the Bombay Millowners' Association, the Indian Merchants' Chamber and the East India Cotton Association.

Another railway matter which has a long history behind it came up for re-consideration recently, namely, the Bombay Sind Connection Railway. In the course of years the Chamber's view as to the necessity for the line has had to undergo modification and after careful re-examination and taking into consideration all the circumstances of the time we have expressed a definite opinion, based mainly on financial grounds, that the project should not be undertaken. While there is not in the opinion of your Committee any justification for this particular capital outlay, great satisfaction has been caused by the recent

announcement that the Railways are once more within sight of paying their way and that the Railway Board is able to undertake a fairly extensive programme of capital works.

Aerial Transport.

The spectacular achievements of the England-Melbourne air race have given a much needed fillip to aerial navigation bringing home to the least imaginative the immense potentialities of the latest form of transport. The air service between England and India has recently been made a bi-weekly one and we are promised within two years four or five services a week doing the journey in three days and carrying the mail at a fraction of the present cost. I sincerely trust it may be found possible before then to make a substantial reduction in the present high charges which are particularly onerous in the case of commercial documents and parcels. A first step has already been taken by the introduction of a flat rate for air mail from abroad to any destination in India and we believe that the whole question is now engaging the active consideration of the various authorities at home and in India in consultation with the aerial transport companies concerned.

A matter of particular interest to the two greatest commercial centres in India is the proposed Bombay-Calcutta air mail service. We have expressed a strong opinion in support of the direct service as opposed to the alternative route *via* Cawnpore which is being pressed on the Government of India from certain quarters. It seems likely that financial considerations may prevent the early inauguration of such a direct service but the recent demonstration mail-carrying flights in either direction successfully undertaken by Tatas will, we hope, have carried the project a stage nearer realisation.

The scheme for the establishment of an aerodrome on the Back Bay Reclamation has interesting possibilities, affording as it does to Bombay, almost alone among great cities, the opportunity of having an air port located close to the business quarter.

But here again the dominant consideration is financial, and we understand that there will be ample opportunity for the Chamber to express its views on the desirability of the scheme before it becomes a practical issue.

The year was marked by the passage of two useful pieces of aerial legislation—The Indian Carriage by Air Bill and the Indian Aircraft Bill—which effect the dual purpose of implementing India's international obligations and enabling her to meet modern developments in the matter of aerial transport and navigation.

Labour Legislation.

The amended and consolidated Factories Bill became law last year and the Labour Sub-Committee have recently had under consideration the rules made under the Act, in which task they had the unofficial help of the Chief Inspector of Factories whose explanations proved most helpful.

The long succession of strikes in Bombay and the resultant loss and suffering have had their lessons for employers and employees alike, and we welcomed the initiative taken by Your Excellency's Government in putting forward the Trade Disputes Conciliation Bill which has for its specific object the avoidance of strikes and the promotion of harmonious relations between workers and employers. The monthly reports of the Labour Officer make satisfactory reading and if, during a period of comparative industrial peace he is able to establish methods of conciliation on a firm basis he may be able to render services of incalculable value when serious industrial unrest again threatens.

Domestic Affairs.

Turning to our domestic affairs the Committee are glad to be able to present to you accounts for the year 1934 which show a small balance on the right side. This has only been achieved by the continuance of the salary cut and in recording my thanks to Mr. Sulivan, Mr. Royal and the whole staff for an

excellent year's work I should like to express our appreciation of their loyal acceptance of what must be a discouraging situation and also to say that we are anxious to restore the cut as soon as circumstances permit and to express the hope that if the anticipated budget surplus in the coming year is turned into an actual surplus the incoming Committee will be able to achieve what we unfortunately have had to postpone for another year.

The year has seen a small increase in membership from 181 to 185 and the setting up of two further standing Sub-Committees—those for Cotton and Indian Industries—which brings the number to ten. It is not for me to speak of the value of the work done but I can testify to its volume and the Committee are exceedingly grateful for the very valuable assistance rendered by the Sub-Committees without which it would not have been possible to cope with the number of references received. I should like to say that in my opinion the Chamber has never been a more live body. This can only be due to the energy and interest of the members—and it is a source of great satisfaction that this should be the state of affairs at the beginning of a new era when the commercial community has got to function as part of the machine of Government instead of being reliant on it.

I am very grateful to your Vice-President Mr. McIntosh and to the other members of the General Committee for their invaluable help throughout the year.

We shall shortly be losing the services of the Hon'ble Mr. Miller as the Chamber's representative on the Council of State. In thanking him for all he has done in the Chamber's interests we can pay him no higher compliment than to say that we shall find it difficult to replace him. In all the period of the Montagu-Chelmsford Reforms the Bombay Chamber has had only two representatives in the Council of State—Sir Arthur Froom and the Hon'ble Mr. Miller—and I venture to say that such continuity of representation of our constituency has been of material benefit

not only to ourselves but to the Government of India. In the Legislative Assembly Sir Leslie Hudson has continued to give us his ungrudging assistance and I should like on your behalf to pay a tribute to the part which he and his Group play in the Assembly.

It remains for me to congratulate you on your choice of President and Vice-President for the coming year. In Sir John Abercrombie and Mr. Lely you have been very fortunate in securing men who already have a distinguished record of service to the Chamber to carry on its work for another year. They will not be affronted if I refer to them as members of the Old Guard—and they would I know wish me to let you know that their acceptance of office indicates only this—that for one reason or another several members of the younger Brigade, whose Field Marshal's baton is protruding from their haversacks have had to push it back for a while. But, gentlemen, I can only say that you are exceptionally lucky to have your destinies in such experienced hands in the coming year.

I now beg formally to move that the Report of the Committee of the Bombay Chamber of Commerce for the year 1934 be and is hereby adopted and confirmed.

MR. A. McINTOSH, the Vice-President, said :—Your Excellency, Mr. President and Gentlemen,—It is my privilege to-day to second the resolution which the President has just placed before you. One or two matters not mentioned by him occur to me as points on which you may possibly be interested in some slight elaboration of the written report as you have it.

The first of these items is one which, from a routine business point of view, is probably one of the most important Acts of the Legislature during the year. I refer to the consolidation of the law relating to Indian Customs Duty. It may be a matter of satisfaction and pleasure for the legal mind in dealing with Acts of the Legislature to trace one amending Act back to another amending

Act, until the original parent Act may be discovered thirty or forty years ago. But I am afraid this is of little satisfaction to interests such as ours. It appears to me that the reaction of the average business man to any kind of legislation is the desire to have it as simple and straightforward as possible, and in regard to such important business legislation as Customs Duties and Protective Tariffs, the dominant consideration to us is a clear cut statement of the exact legal position occupied by manufacturers, exporters and importers. Therefore, we are all for consolidation, and the Indian Tariff Act of 1934 is one which I am sure you will all agree to be a matter for congratulation. The schedules are still, and quite naturally, much more complicated than they were years ago. But they are at least stated in a consolidated form, and business interests have the very great advantage of knowing where they stand, without any need to investigate a mass of amending Acts.

The truth of this is well indicated by the fact that the consolidated measure has enabled Government to repeal or amend something like fifty Acts of the Legislature going back to the original Act of 1894. In this matter of tariff consolidation, so far as I am aware, India is the first country to adopt the framework of customs nomenclature devised by the Economic Committee of the League of Nations. She is thus to be congratulated in giving a lead to the commercial world by adopting a scientific classification based on expert advice.

A further development in the matter of pending legislation, and one which will be of special importance to this Chamber because of the interest we have always taken in this subject, is the matter of infringement of designs on piecegoods. The wish has often been expressed that the provisions of the Merchandise Marks Act, read in conjunction with the Sea Customs Act in relation to trade marks, should apply also to designs. In 1933 and 1934 resolutions were moved at the Annual Meeting of the Associated Chambers of Commerce, and it is a pleasure to see that Government are now considering very sympathetically

the principle that was then suggested. It is not possible yet to say what the exact outcome will be, but it is certainly a step in the right direction.

Another Bill of interest to us was passed last year. This also was a very useful piece of legislation, for it has long been demanded both by banks and Chambers of Commerce, that the Negotiable Instruments Act should be so amended as to provide that cheques originally drawn to bearer, should not lose their bearer character notwithstanding any endorsement thereon. This again all helps to a logical simplification of business procedure, and will unquestionably be definitely helpful. This particular matter was first dealt with by this Chamber in 1924, when a resolution was moved at the Annual Meeting of the Associated Chambers.

Yet another instance of commercial opinion succeeding in establishing its point after several years of effort, is provided by the decision of the Government of India to set at rest the conflict of opinion that has hitherto prevailed among several High Courts in India, and amend the Letters Patent of the High Courts so as to give them undisputed jurisdiction to entertain all suits in regard to mortgage of land, even though the land in question may be situated outside the limits of the ordinary original jurisdiction of the High Court concerned. Banks and Finance Houses generally are naturally less ready to grant accommodation to their clients if they may have to file and fight suits in localities far removed from the Presidency towns, and Government are to be congratulated on meeting business interests in this matter instead of leaving the point of difference to be decided at leisure by the Privy Council in some problematical case at an indefinite future time.

Reverting to matters of more domestic interest, I would like to take this opportunity of referring once again, as has been done in previous General Meetings of this Chamber, to our domestic statistical returns. As you are aware, the revenue from these

returns has tended to fall during recent years, and it has been a matter of difficulty for the management of the Chamber to adjust its outgoings to its revenue in this particular direction. However, this has been done to a reasonably satisfactory extent. But it is a matter of surprise, in these days of keen interest in all statistical records of commercial affairs, that our own Chamber's returns should not find a greater demand amongst members. Your Committee appointed a special Sub-Committee last year with very wide terms of reference, and the whole question was examined at considerable length and very exhaustively. Several slight amendments have been made, but, as might be expected, the variety of interests represented by the Chamber is such that it is extremely difficult to amend drastically any particular form of statistical return, without creating an alternative form which would be equally unsatisfactory to at least some of our members' interests. Statistics are the inevitable pre-requisite of most business decisions, and although our statistical returns cannot be classed with those all-embracing national figures, which have their own peculiar political and economic significance, nevertheless, I do suggest that our local domestic returns may easily be, and in many cases definitely are, of immediate and first importance to our own local interests. Furthermore, the Chamber is now giving attention to the preparation of special individual returns to meet any special requirements, and this particular branch of the staff's activity is increasing noticeably. Therefore, if any members feel that the routine returns are inadequate in any particular sense, from their own special point of view, individual statistics more suitable to them can be prepared separately at a fee which is really very negligible in relation to the work involved, and the value that such returns may have.

That is all I have to say of direct and close concern to the Chamber's affairs during the 12 months that have gone, but, in conclusion, there is at least one other matter which I feel cannot be passed by without some reference to it.

The administration of St. George's Hospital has been a matter of consideration for some years, as you all know. Early last year, Government appointed a special Committee, and that Committee was fortunate in having the Chairmanship of your President. The result, you will all agree, was a first class report, and Government have recently accepted many of the recommendations of that report. The lay administration of the Hospital will in future be in charge of a Committee representative of the various interests concerned, and provided with wide powers in lay administration, subject to the general direction and control of Government. Furthermore, the report of the Committee has brought out the fact that the European Community, as such in Bombay, does in fact pay its fair *pro rata* contribution for the services which it receives from the Hospital.

How your President is able to find the time to deal with the variety of matters which he has in fact dealt with during the course of the year, is a continual cause of surprise to lesser men, and your Chamber and the European Community generally are greatly in his debt for the initiative and the industry which he applies to every matter he deals with. He has been kind enough to refer to the assistance and co-operation he received from the Committee during the twelve months that are now ending, but it is my duty and my pleasure to see that you are fully aware of the complete picture of the Chamber's activities. Without Mr. Winterbotham's unremitting energy and zeal the Chamber's work during the past year would have fallen far short of that which his constant guidance has enabled it to achieve.

I have much pleasure in seconding the adoption of the Report.

The Report was then adopted unanimously.

HIS EXCELLENCY THE GOVERNOR said:—Mr. President, Mr. Vice-President, and Gentlemen—In thanking you for again inviting me to attend the annual meeting of the Bombay Chamber of Commerce, let me say that I esteem it a great privilege to be present in a year which may prove to be one of the most memorable on record.

The Speech of the President on these occasions is one which is looked forward to by all sections of opinion as a clear and sober chronicle of the year's events and of present-day problems affecting not only the trade, but also the general welfare of India. I think, Gentlemen, you will agree that the speech which we have heard from Mr. Winterbotham is well up to the high standard which has been set in the past, and is a brilliant example of lucidity of thought and expression. This is the reputation which he holds as a member of the Legislative Council, where his presence has been of the greatest assistance not only to the Government benches, but also to all sections of the House.

I will pass first to the subject on which he has been frankest, I mean that of our Budget. Although he says that he does not view it with any measure of satisfaction, I am led to think, from what he has said subsequently, that there is only one part of it with which he disapproves, namely, the renewal of the Electricity Duty. I hope that this is the case, for my Government have derived a little satisfaction from the fact that by making some extra provision, I admit it is a very small one, for agriculture and other social services, even at the result of a small balance on the wrong side, they have been able, if not to strike out a new policy, at any rate to foreshadow some degree of return to more normal times.

I am glad that your Chamber approves of one new form of taxation, it would perhaps be more accurate to call it a new principle of taxation than a new tax, in that it replaces a different system of levy, namely, the tax on motor vehicles, This, as you know, is designed to consolidate the provincial and local bodies' levies and to put the taxation on a uniform basis throughout the Presidency, while at the same time relieving the taxpayer from the harassment of tolls. As it is a matter which is still before the Legislative Council, I cannot speak of it in more than general terms. I gather you feel some sympathy for the owners of buses and lorries in Bombay City, but you will doubtless remember that they have hitherto had the benefit of better roads and

less taxation than similar owners in the mofussil, and it would clearly seem undesirable to give any preferential treatment if the taxation is placed on a provincial basis.

Several of the matters which have been referred to, as, for instance, the possibility of constructing an aerodrome on the Back Bay Reclamation, the diversion of trade from Bombay, the proposed Bombay-Sind Railway, are technically the province of the Government of India. This does not, however, mean that they are not of vital interest to this Presidency, or that I and my Government will neglect or will fail to represent our case when the time comes. One of the valuable contributions which your Chamber is able to make to public affairs is to keep such matters of All-India and inter-provincial interest in the forefront, and the conspicuously fair and moderate way in which you have presented them in the past is a sign of the valuable part which you can play under the new Constitution. For my part, I hope that you know me sufficiently well by now to realise that there is no matter of this description which you may wish to represent which will not receive my closest attention.

In regard to the suggested aerodrome, you may be assured that the whole project will be carefully explained and provision made for eliciting public opinion before we arrive at any decision, and that I am fully alive to the fact that the chief aspect of the scheme is the financial one. While on the subject of air communications, I take the opportunity of expressing my complete agreement with you about the desirability of a Bombay-Calcutta air-mail service, and my satisfaction in the success of the demonstration recently undertaken by Tatas.

I notice with pleasure your reference to labour legislation. The fact that you pass over one of the two measures to which you allude without comment on its merits leads me to think that it has your full approval, while for the other you have nothing but praise. The various items of social legislation which have been passed in the last ten years have undoubtedly added to the

burdens of employers of labour, and the programme is not yet complete. It is, therefore, gratifying to find that large employers of labour such as are found among your members recognise that such legislation is necessary and inevitable, and accept it in no carping spirit. The Trade Disputes Conciliation Act has undoubtedly proved a success so far, and, besides the work done by the Labour Officer, several cases have been referred to the Commissioner of Labour, as Chief Conciliator, with the most satisfactory results. As regards your remarks as to the success of the Labour Officer in a time of industrial peace, and your hope that he may be able to render services of incalculable value when serious industrial unrest again threatens, I would prefer to put it this way, that the industrial peace of to-day may largely be attributed to his efforts and that there might have been industrial unrest but for his work.

Turning to the other general matters, I notice that, in the annual report of the Chamber of which I have been able to see a preliminary issue, a reference is made to the important question of the adulteration of articles of food. It has been the intention of the Bombay Government to deal with these evils by an amendment of the Bombay Prevention of Adulteration Act, and it was hoped to introduce it in the present session of the Legislative Council. This, however, proved impracticable owing to the number and complicated nature of the amendments, and we now hope to introduce it in the July session.

You are no doubt aware that it is proposed to bring into force the new Weights and Measures Act from July next or a little later. This measure should be of very great assistance to the honest trader, besides helping to secure to the agriculturist the full benefit of the sale of the produce of his land. I feel sure that we can rely on the Chamber to render us the fullest assistance in introducing the Act.

I was glad to hear a reference to the special Committee which was appointed to consider the administration of St. George's Hospital, and which made many valuable recommendations.

I am sure you will wish me to express our thanks to Mr. Winterbotham for the conspicuous part which he played as Chairman of the Committee. I hope there is no impression among any section of the communities concerned that those recommendations will not lead to practical results, for Government intend to give the Managing Committee every possible assistance towards the efficient conduct of the Hospital, and trust that the experiment will meet with full success. I take the opportunity of recording our appreciation of the public spirit of the non-officials who have been appointed to the Committee.

I join with your President in his tribute to the work of Mr. Sharpe as Chairman of the Port Trust. His administration has been remarkable for its soundness at a time of great difficulty. In Bombay he will also be long remembered for his public-spirited activity on many charitable and philanthropic institutions, and he must realise how everyone of us wishes him well for the future.

I need hardly say that I am considerably heartened by the attitude which the Chamber has expressed to the Joint Select Committee's report and the new Government of India Bill, nor do I think that it will fail to have the most reassuring effect on public opinion. For my part I regard this as an opportunity to pay a public tribute to the very sane and sober attitude taken by your Chamber throughout the various stages of the enquiries which have led to the final proposals, and for the many constructive suggestions which it has made from time to time. There were, perhaps, no persons whose attitude could exercise more effect on public opinion, both Indian and European, both in India and the United Kingdom, than the members of the various Chambers of Commerce.

I have already made several public utterances in regard to the proposed new Constitution, and I doubt whether you will expect me to add to them on this occasion. I would, however, say that I am in full agreement with your description of the attitude which should be taken to the safeguards. For the rest, I do feel that much of the public opinion which was formerly the

most bitterly opposed to the proposals is slowly veering round, because it is beginning to realise that they are so clearly based on good-will and on the fullest desire for the progress and welfare of India.

Before I conclude I would like to thank you for your assurance that you will join in celebrating the Silver Jubilee of His Majesty the King-Emperor. I am sure that the City of Bombay will be second to none in the part which it will play, and I feel that the occasion should be one for uniting all communities, not only in India but throughout the Empire, in a stronger bond of common friendship and loyalty.

Finally, Mr. President, let me take this opportunity of paying my tribute to the Bombay Chamber of Commerce. Year in and year out, one can rely on your doing your best in whatever circumstances may arise, and I feel certain that, whatever the future may hold in store, you will continue to carry your share of the responsibilities of the day with ever-increasing efficiency and honour.

SIR JOSEPH KAY proposed and MR. J. G. RIDLAND seconded "That the thanks of the Chamber be tendered to the President, Vice-President and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

The proposition was carried with acclamation.

MR. L. A. HALSALL proposed, MR. N. S. GOLDER seconded, and it was agreed :—

"That the nomination of the following members of the Committee of the Bombay Chamber of Commerce for the year 1935-36 in accordance with the provisions of Article 37 (*g*) be and is hereby confirmed :—

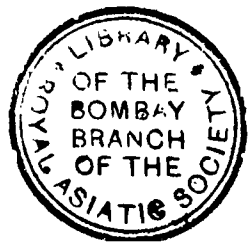
MR. G. H. COOKE.
MR. E. H. CURLING.
MR. J. J. FLOCKHART.
MR. S. FUCHSMANN.
MR. J. R. N. GRAHAM, V.C.
MR. W. M. PETRIE.
MR. E. C. REID, M.C.

MR. C. N. MOBERLEY, C.I.E., proposed, MR. J. F. MACDONELL seconded, and it was agreed :—

"That MESSRS. A. F. FERGUSON & Co. be and are hereby elected Auditors of the Chamber's accounts for the year 1935 at the remuneration hitherto paid to them."

On the proposal of MR. W. G. LELY, seconded by MR. J. B. GREAVES, M.L.C., a hearty vote of thanks was accorded to His Excellency the Governor for attending and addressing the meeting.

A vote of thanks to the President terminated the proceedings.



Bombay Chamber of Commerce.

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ANNUAL REPORT FOR 1934.

ELECTION OF PRESIDENT AND VICE-PRESIDENT OF THE CHAMBER FOR THE YEAR 1935-36.

In accordance with the prescribed regulations SIR JOHN ABERCROMBIE, KT., M.C., and MR. W. G. LELY were elected President and Vice-President, respectively, of the Chamber for the year 1935-36.

CHANGES IN THE COMMITTEE DURING 1934.

MR. W. M. PETRIE resigned his seat on the Committee on proceeding to Europe in May 1934, and MR. A. S. MICRULACHI was appointed to serve in his stead. MR. MICRULACHI resigned his seat in October 1934 on leaving Bombay and MR. (now SIR JOHN) ABERCROMBIE, M.C., was appointed to serve in his stead.

THE CHAMBER'S OFFICES.

(*See Report* 1933, *page* 12.)

As was mentioned in the Report for 1933 the Chamber took over its new offices on the 3rd floor of Messrs. Mackinnon Mackenzie & Co.'s building, Ballard Estate, on the 1st March 1934. A lease has been entered into for five years with the option of renewal for a further period of five years.

The following extract from the speech made by the President of the Chamber at the first annual general meeting held in the new premises, is reproduced here for purposes of record :—

"His Excellency's first visit to us coincides with the holding of our first annual meeting in new premises. I think that we must all feel an element of regret at severing a long association with the building, bearing the time-honoured name of Graham, which has housed the Chamber for some 70 years. It cannot however be gainsaid that the locality of Parsi Bazar Street, whatever it may have been in the past, does not now offer amenities comparable to those of Ballard Estate. The old Board Room had no doubt a certain dignity which this room has perhaps not yet had time to acquire, but questions of light, air and above all noise, are compelling practical considerations, and I hope that the action of the Committee in making the move will have the approval of members generally. They will at any rate, I am sure, endorse the Committee's selection of a new landlord in a firm no less honoured in the annals of the Chamber than the old Messrs. Mackinnon Mackenzie & Co."

BOMBAY LEGISLATIVE COUNCIL.

CHAMBER'S REPRESENTATIVE.

MR. W. G. LELY, one of the Chamber's representatives in the Bombay Legislative Council, resigned his seat on proceeding to Europe in April 1934 and MR. G. L. WINTERBOTHAM was elected to serve in his stead.

BOMBAY PORT TRUST.

CHAMBER'S REPRESENTATIVE.

In March 1934 MR. W. G. LELY, one of the Chamber's representatives on the Board of Trustees of the Port of Bombay, obtained eight months leave of absence from the Board meetings and MR. G. L. WINTERBOTHAM was elected

to serve during his absence. In May 1934 MR. G. C. PHILLIPS was elected to serve during the absence on leave of MR. E. C. REID and MR. A. K. G. HOGG was elected to fill the vacancy caused by the resignation of MR. W. M. PETRIE. In July 1934 MR. F. H. FRENCH was elected to serve during the absence on leave of MR. T. E. CUNNINGHAM. Towards the end of the year MR. CUNNINGHAM resigned his seat and MR. FRENCH was elected to serve in his stead.

AUXILIARY FORCE ADVISORY COMMITTEE.

CHAMBER'S REPRESENTATIVE.

(*See Report* 1933, *page* 3.)

SIR JOSEPH KAY, the Chamber's representative on the Auxiliary Force Advisory Committee, resigned his seat on proceeding to England in April 1934 and the Committee nominated COL. W. T. C. HUFFAM, O.B.E., M.C., to serve in his stead.

UNIVERSITY OF BOMBAY.

ELECTION OF FELLOW BY THE CHAMBER.

(*See Report* 1929, *Vol. I, page* 4.)

The term of office of MR. G. L. WINTERBOTHAM as a Fellow of the University of Bombay expired on the 4th August 1934 and the Chamber was requested by the Registrar to nominate another representative. The Committee re-nominated MR. WINTERBOTHAM to serve for a further period of five years.

SYDENHAM COLLEGE OF COMMERCE AND ECONOMICS ADVISORY BOARD.

CHAMBER'S REPRESENTATIVE.

The Advisory Board of the Sydenham College of Commerce and Economics was reconstituted as from 25th

May 1933 and the Chamber was invited in January 1934 to nominate two representatives to serve on the Advisory Board for the triennium ending 25th May 1936. The Committee nominated MESSRS. A. G. GRAY and R. L. FERARD.

GOVERNOR'S HOSPITAL FUND.

CHAMBER'S REPRESENTATIVE.

MR. C. N. MOBERLY, C.I.E., the Chamber's representative on the Committee of the Governor's Hospital Fund, Bombay, having obtained leave of absence from 5th May to 12th November 1934, the Committee nominated MR. A. S. TROLLIP to serve during his absence.

INDIAN SAILORS' HOME COMMITTEE.

CHAMBER'S REPRESENTATIVE.

MR. J. J. FLOCKHART, the Chamber's representative on the Committee of Management of the Indian Sailors' Home, Bombay, having proceeded on leave in April 1934, the Committee of the Chamber nominated MR. A. K. G. HOGG to serve in his stead.

ROYAL BOMBAY SEAMEN'S SOCIETY.

CHAMBER'S REPRESENTATIVE.

(*See Report* 1933, *page* 4.)

In March 1934 the Committee renominated Mr. R. J. F. SULIVAN to serve as a member of the Royal Bombay Seamen's Society under the provisions of Rule 1 (*e*) of the Rules and Regulations of the Society.

EMPIRE COTTON GROWING CORPORATION.

CHAMBER'S REPRESENTATIVE.

MR. R. P. SCOTT who was appointed in 1931 as the Chamber's representative on the Council of the Empire Cotton

Growing Corporation died in 1933. The term of office of the members of the Council expired after their meeting on the 18th January 1934 and the Chamber was asked to nominate a member to serve for the next three years. The Committee were not able to find a suitable permanent representative, but in the meantime they nominated SIR JOSEPH KAY, who had proceeded to England on leave, to serve for the current year, and on SIR JOSEPH KAY'S return to India they nominated MR. L. F. H. GOODWIN.

BACK BAY RECLAMATION SCHEME.

STANDING ADVISORY COMMITTEE.

SIR JOSEPH KAY, the Chamber's representative on the Standing Advisory Committee for the Back Bay Reclamation Scheme, having obtained six months' leave of absence on proceeding to Europe in the middle of April 1934 the Committee nominated the HON'BLE MR. E. MILLER to serve during his absence.

G. I. P. RAILWAY LOCAL ADVISORY COMMITTEE.

CHAMBER'S REPRESENTATIVE.

The term of office of MR. L. A. HALSALL as the Chamber's representative on the G. I. P. Railway Local Advisory Committee expired with effect from the meeting for the month of June 1934, and the Committee renominated him to serve for a further period of two years.

FEDERATION OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

ADDITIONAL MEMBER OF COUNCIL.

(*See Report* 1930, *Vol. I, page* 12 ; 1931, *Vol. I, page* 15.)

In October 1934 the Associated Chambers of Commerce of India informed the Chamber that the Association was

entitled to appoint a representative of the Association to serve as a member of the Council of the Federation of Chambers of Commerce of the British Empire in addition to SIR JOHN BELL, the Vice-President, nominated to represent India, who was also an *ex-officio* member of the Executive Committee of the Federation.

The Committee in reply informed the Associated Chambers that if there was a vacancy on the Council it should be filled and they suggested the name of the HON'BLE MR. E. MILLER who would be leaving India for good in 1935 and who would be willing to serve if invited.

SUB-COMMITTEES.

The undermentioned gentlemen were nominated to serve on the following Sub-Committees of the Chamber for the year 1934-35 :—

Import.

Mr. (now Sir John) Abercrombie, M.C.
„ W. A. Bell.
„ W. J. Cullen.
„ O. A. Guggenheim.
„ H. A. Henry
„ A. Sotiriadi.
„ F. Whitehead.

Cotton.

Mr. H. Beerli.
„ W. G. McKee.
„ H. B. Moore.
„ S. B. Samoilys.
„ F. G. Travers.

Agriculture.

The Hon'ble Mr. E. Miller.
Mr. N. B. Macbeth.
„ D. Moir.
„ H. B. Moore.
„ R. Scherer.

Finance.

Mr. A. G. Gray.
„ J. B. Greaves, M.L.C.
„ T. G. Mackenzie.
„ J. C. Pender.
„ Albert Raymond.
„ J. G. Ridland.

Shipping and Export.

Mr. C. J. Damala.
„ W. Keay.
„ J. G. Milne.
„ C. F. Morris.
„ W. L. A. Radcliffe.
„ H. C. Whitehouse.

Docks and Railways.

Mr. H. P. Ball.
„ J. C. Barton.
„ E. Donovan.
„ D. Harrington.
„ R. C. Lowndes.
„ G. S. Taunton.

Income-tax.

Mr. G. M. Bathgate C.A., B.A.
„ C. N. Caroe.
„ G. C. Pocock.

Labour.

Mr. H. Chew.
„ W. Keay.
„ H. G. Pirrie.
Lt.-Col. W. B. Roberts, D.S.O.
Mr. F. Stones, O.B.E.

Electricity.

Mr. S. G. Forbes, E.E., B.SC., (E&M.E.), M.A.I, E.E.
Mr. R. C. Giles.
„ E. J. C. Herring, M.I.E.E.
„ H. G. Sale.
„ A. S. Trollip.

Industries.

Mr. V. F. N. Paton.
„ G. O. Pike, R.A.,
„ H. G. Pirrie.
„ Albert Raymond.
„ S. O. Sundgren.
„ J. R. D. Tata.

Mr. Albert Raymond resigned his seat on the Finance and Industries Sub-Committees in August 1934 on leaving India and Mr. B. Brown and Mr. H. H. Lakin were nominated to serve in his stead on the respective Sub-Committees.

Mr. D. Harrington having proceeded to Europe on leave in June 1934, Mr. B. R. Graham was nominated to serve in his stead on the Docks & Railways Sub-Committee.

Mr. E. Donovan resigned his seat on transfer to London and Mr. A. J. Bebbington was nominated to serve in his stead.

Mr. H. Beerli left Bombay in June 1934 and Mr. R. Umbricht was nominated to serve in his stead on the

Cotton Sub-Committee, later in the year MR. UMBRICHT left Bombay and MR. J. VONESCH was nominated to serve in his stead.

Mr. W. J. CULLEN resigned his seat on the Import Sub-Committee in January 1935 and Mr. A. L. HUTSON was nominated to serve in his stead.

MEMBERSHIP OF THE CHAMBER.

The total membership of the Chamber on the 1st January 1935 was 185 against 181 at the beginning of 1934. The following are the names of members elected during the year under report :—

Mr. T. W. Brough. Proposed by Messrs. W. H. Brady & Co., Ltd., and seconded by The Havero Trading Co., Ltd.

Messrs. Krupp Indian Trading Co., Ltd. Proposed by The Netherlands Trading Society, and seconded by The Havero Trading Co., Ltd.

Messrs. Blundell Spence & Co., Ltd. Proposed by The Mercantile Bank of India, Ltd., and seconded by Messrs. McKenzies, Ltd.

The Goodyear Tyre & Rubber Co. (India), Ltd. Proposed by The Hongkong & Shanghai Banking Corporation, and seconded by Messrs. L. A. Stronach & Co. (India), Ltd.

Messrs. Roneo, Ltd. Proposed by Lloyds Bank Limited, and seconded by The Havero Trading Co., Ltd.

The Standard Vacuum Oil Co. Proposed by The Chartered Bank of India, Australia & China, and seconded by Messrs. Crawford Bayley & Co.

The United Artists Corporation. Proposed by Messrs. Craigie, Blunt & Caroe, and seconded by Messrs. A. F. Ferguson and Co.

Messrs. Gilbert Lodge & Co. Proposed by Messrs. Craigie, Blunt & Caroe, and seconded by Messrs. Greaves, Cotton & Co., Ltd.

The Universal Pictures Corporation of India. Proposed by The National City Bank of New York, and seconded by Messrs. Cox & Kings (Agents), Ltd.

Messrs. Hill, Son and Knox. Proposed by Messrs. James Finlay & Co., Ltd., and seconded by Messrs. Grahams Trading Co. (India), Ltd.

Messrs. Asbestos Cement, Ltd. Proposed by The Imperial Bank of India, and seconded by Messrs. A. F. Ferguson & Co.

Messrs. Shiavax C. Cambata & Co., Ltd. Proposed by The Burmah-Shell Oil Storage & Distributing Co. of India, Ltd., and seconded by The Commercial Union Assurance Co., Ltd.

The following resigned their membership of the Chamber :—

The Socony Vacuum Corporation.
Messrs. W. Billinton & Co., Ltd.
The Imperial Bank of Persia.
Messrs. Asbestos Cement (India), Ltd.
The National Petroleum Co.
Messrs. W. M. Marshall & Co., Ltd.

In accordance with the provisions of Article 19 of the Chamber's Articles of Association the names of the New Mofussil Company, Ltd. and Messrs. G. Atherton & Co., were removed from the list of members in April and December 1934, respectively.

FAREWELL LUNCHEON TO SIR HUGH COCKE.

The members of the Chamber gave a farewell lunch on Thursday, 5th April 1934, to Sir Hugh Cocke at the Taj Mahal Hotel as a mark of their appreciation of the eminent services he had rendered to the Chamber and to the commercial community for many years past. Sir Hugh Cocke was President of the Chamber in 1928 and again for 5 months in 1932 when Mr. Haddow resigned owing to his transfer from Bombay. He represented the Chamber in the Bombay Improvement Trust in 1919, in the Bombay Municipality from 1919 to 1923 and in the Bombay Port Trust in 1928. For nine years from 1924 to 1932 Sir Hugh represented the European community of Bombay in the Legislative Assembly.

NEW YEAR HONOURS LIST.

At their meeting on the 2nd January 1935 the Committee took the opportunity of extending to Sir John Abercrombie the Chamber's hearty congratulations on the honour of knighthood which had been conferred on him.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA.

Annual General Meeting, 1934.

The annual general meeting of the Associated Chambers of Commerce of India was held at Calcutta of the 17th and 18th December 1934. The proceedings were opened by his Excellency The Earl of Willingdon, P.C., G.M.S.I., G.M.I.E., G.C.M.G., C.B.E., Viceroy and Governor-General of India. This Chamber was represented by Mr. G. L. Winterbotham, M.L.C. and Mr. G. H. Cooke.

The following is a list of subjects in connection with which resolutions were adopted unanimously by the meeting:—

1. Sea Customs Act, Section 30.
2. Increase in the import duty on foreign coal.

3. Tariff rates : Incidence on non-protected articles.
4. The 15 per cent. surcharge on coal freights.
5. Railway freight rates.
6. The 25 per cent. surcharge on income-tax and super-tax.
7. Carrying forward of business losses and the exclusion of holding companies from participation in the benefits of super-tax exemption conferred upon investment trust companies.
8. Agricultural indebtedness.
9. Carriage of parcels by air mail from air ports in India.
10. Communications.
11. Staff of experts in economic matters and commercial treaties.
12. Broadcasting of cotton prices.

The following resolutions were carried *nem. con.* :—

13. Railway Tariffs.
14. Separation of Burma from India : Trade relations.

The following resolution was withdrawn after discussion:—

15. Excise tax on sales of liquor to the public outside Bengal.

The following resolution was withdrawn :—

16. Abolition of the export duty on raw goat skins.

Of the above resolutions Nos. 1 and 3 were moved by the Bombay Chamber.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA.

Deputy President.

At the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta on the 18th December 1934, the following resolution was adopted unanimously :—

"That the Bombay and Upper India Chambers of Commerce be and are hereby elected under the provisions of Article 15 of the Articles

of Association to nominate each a Deputy President for the year 1934-35."

The Committee nominated the Presidents for the time being of the Chamber to be one of the Deputy President of the Associated Chambers.

LEGISLATIVE ASSEMBLY.

Nominee of Associated Chambers of Commerce of India.

In March 1934 the Associated Chambers of Commerce of India asked this Chamber to telegraph the name of any representative it might desire to suggest for election as the nominee of the Associated Chambers in the Legislative Assembly in place of the late Mr. R. T. H. Mackenzie.

The Committee advised the Associated Chambers that they had no nomination to put forward.

In May 1934 the Associated Chambers informed this Chamber that two nominations had been received for the vacancy, *viz.*, Mr. W. G. L. Gilbert, nominated by the Punjab Chamber of Commerce and Mr. L. C. Buss, nominated by the Bengal Chamber of Commerce. The Chamber was asked to intimate which of the two candidates it desired to be elected. The Committee recorded their vote in favour of Mr. L. C. Buss and were informed later that his name had been submitted to the Government of India and that the Governor-General had been pleased to nominate him as a member of the Legislative Assembly.

In December 1934 this Chamber was informed by the Associated Chambers of Commerce of India that His Excellency the Governor-General had decided to continue in respect of the new Assembly the practice whereby one nominated seat was assigned to the Associated Chambers of Commerce and that the President proposed to renominate

Mr. L. C. Buss if no objections were received to his nomination. The Chamber was subsequently informed that as no objections had been received the name of Mr. Buss had been submitted to Government.

CENTRAL ADVISORY COMMITTEE FOR LIGHTHOUSES.

Representatives of European Commerce.

In March 1934 the Associated Chambers of Commerce of India informed this Chamber that Mr. A. O. Brown, one of the three representatives of European Commerce on the Central Advisory Committee for Lighthouses had resigned his seat on account of his departure on home leave, and asked the Chamber to nominate a successor. The Committee in reply advised the Associated Chambers that they preferred to leave the nomination of Mr. Brown's successor to the Bengal Chamber and were subsequently informed that Mr. A. B. Mallett had been nominated to fill the vacancy.

In April 1934 the Associated Chambers intimated that Mr. J. J. Flockhart had resigned his seat on the Central Advisory Committee for Lighthouses on proceeding on leave and requested constituent Chambers to nominate a successor. The Committee nominated Mr. A. K. G. Hogg whose name was submitted to the Government of India by the Associated Chambers.

CENTENARY CELEBRATIONS OF THE CITY OF MELBOURNE.

Annual Meeting of the Associated Chambers of Commerce of the Commonwealth of Australia.

In January 1934 the Melbourne Chamber of Commerce intimated that in October of that year, the City of Melbourne

and the State of Victoria would commence their centenary celebrations. The Council of the Melbourne Chamber of Commerce extended an invitation to members of this Chamber to visit Melbourne during the celebrations. Members of the Chamber were duly notified to this effect.

In July 1934, the Federation of Chambers of Commerce of the British Empire notified this Chamber that an invitation had been extended to the Federated Chambers by the President of the Associated Chambers of Commerce of the Commonwealth of Australia to send representatives to the annual conference of the Associated Chambers to be held at Melbourne on the 21st January 1935.

Members of this Chamber were also notified of this invitation.

VISIT TO THE CHAMBER OF THE CHIEF COMMISSIONER OF RAILWAYS AND THE FINANCIAL COMMISSIONER OF RAILWAYS.

Sir Guthrie Russell, the Chief Commissioner of Railways, and Mr. P. R. Rau, the Financial Commissioner of Railways, visited the Chamber on the 20th September 1934, and informally discussed the following matters with the Committee :—

(1) Bombay-Sind Connection Railway.
(2) Railway Risk Notes.
(3) The proposal to amalgamate 1st and 2nd class accommodation and to convert 4 berth compartments into 2 berths.
(4) 15 per cent. surcharge on Coal.
(5) Revision of Railway Rates.
(6) Mileage Coupons.

VISIT TO THE CHAMBER OF MR. G. S. HARDY.

Mr. G. S. Hardy, C.I.E., I.C.S., Member, Central Board of Revenue, visited the Chamber on the 18th January 1934 and informally discussed the following subjects with the Committee and Import Sub-Committee :—

(1) The Indian Tariff (Amendment) Bill and the Indo-Japanese Trade Agreement.
(2) Section 30, Sea Customs Act.
(3) Section 32, Sea Customs Act.
(4) Duty on Raw Asbestos Fibre.

VISIT TO THE CHAMBER OF MR. A. J. RAISMAN.

Mr. A. J. Raisman, C.I.E., I.C.S., Member, Central Board of Revenue, accompanied by Mr. F. J. Karaka, B.A., Collector of Customs, Bombay, visited the Chamber on the 31st October 1934 and informally discussed the following subjects with the Committee :—

(1) Diversion of trade from Bombay to Kathiawar and Cutch ports.
(2) Import of Petroleum *via* Port Okha.
(3) Cotton Consumption Duty Bill.
(4) Sea Customs Act, Section 30.

VISIT TO THE CHAMBER OF THE HON'BLE MR. T. A. STEWART.

The Hon'ble Mr. T. A. Stewart, I.C.S., Secretary to the Government of India, Department of Commerce, visited the Chamber on 4th July 1934, and informally discussed the following subjects with the Committee :—

(1) Sea Customs Act, Sections 30 and 32.
(2) Consolidation and amendment of the Sea Customs Act.

(3) Indo-Japanese Trade Agreement.

(4) Indian Tariff (Textile Protection) Amendment Bill.

(5) Import Duty on Raw Asbestos Fibre.

(6) Cotton (Consumption Duty) Bill.

(7) Consolidation and Amendment of the Indian Companies Act.

VISIT TO THE CHAMBER OF DR. D. B. MEEK.

Dr. D. B. Meek, C.I.E., O.B.E., D.SC., Director-General of Commercial Intelligence and Statistics, visited the Chamber on the 10th October 1934 and informally discussed the following subjects with the Committee :—

(1) Monthly Survey of Business Conditions.

(2) Tariff Valuation of Vegetable Product.

(3) Tariff Valuation of Carriage and Rickshaw Tyres.

THE CHAMBER'S "CURRENT QUOTATIONS".

EXCHANGE RATE FOR DOCUMENTARY BILLS.

For several years past the Committee have quoted in the Chamber's Weekly Current Quotations, the exchange rate for Documentary Bills. In July 1934, it was pointed out to the Committee that the penalty of 1/32 over the rate for clean bills was seldom exacted nowadays and it was consequently no longer necessary to give a separate quotation for documents.

After consulting the Finance Sub-Committee the Committee decided to delete the quotation for "Documents" from July 1934.

STATISTICS OF COTTON EXPORTS.

(*See Report* 1933, *page* 18.)

It was mentioned in the Chamber's Report for 1933 that commencing with the figures for the month of June 1933 the Chamber had issued a monthly return of the exports of cotton from Bombay showing the names of exporters and the quantity exported to each country with comparative figures for the previous year. It was brought to the notice of the Committee in March 1934 that the value of the return would be enhanced if cotton transhipped in Bombay Harbour was included in the return A supplementary statement was accordingly issued in April 1934 giving figures of the transhipment of cotton in Bombay Harbour from 1st September 1933 to 31st March 1934 with comparative figures for the same period of the previous season. Commencing with the return for April 1934 the transhipment figures were embodied in the general return.

THE CHAMBER'S STATISTICAL RETURNS.

Revision.

A Special Sub-Committee of the Chamber consisting of Messrs. A. McIntosh, L. A. Halsall, C. J. Damala, W. Keay and F. Whitehead, was appointed in May 1934 to examine the Chamber's Statistical Returns with a view to discovering in what respect, if any, they were defective and making suggestions for their improvement.

The Special Sub-Committee submitted an exhaustive report reviewing the history of the returns, which dates back nearly one hundred years, and, after examining in detail each return, made the following recommendations which were accepted by the General Committee. The alterations in the returns took effect from the 1st January 1935.

(1) *Daily Trade Return.*

(*i*) The list of steamers loading and their cargoes has been deleted.

(*ii*) The weekly shipping intelligence, published every Thursday is now cyclostyed instead of being printed.

(*iii*) The daily shipping intelligence is now published in a more concise and tabulated form.

(2) *Daily Arrivals Returns.*

No change was made except that the "day to day for a week" totals have been omitted.

(3) *Import Manifests.*

(*i*) Ports of shipment are not now shown separately but are grouped together according to countries of origin.

(*ii*) Transhipment cargo is not detailed except in the case of cotton, wool and goat hair.

(*iii*) "Same bottom" cargo has been omitted.

(*iv*) In cases where goods are imported in a variety of packages, *e.g.* cases, casks, barrels, cans, kegs and drums of dyes, all such imports is shown under one item, *i.e.*, "——packages, dyes".

(*v*) Cargo imported on Government account is not detailed but the total number of packages only is shown.

(4) *Export Manifests.*

(*i*) Except in the case of European ports, the ports of destination are grouped according to countries of destination.

(*ii*) As in the case of the Import Manifests, transhipment cargo is not detailed except cotton, wool and goat hair, same bottom cargo is omitted and the total number of packages only of Government cargo is shown.

(5) *Current Quotations.*

No change has been made in this return.

(6) *Detailed Monthly Return of Principal Imports.*

The figures are shown for the fiscal year instead of for the calendar year and some slight amendments have been made in the classification of the items shown in the return.

(7) *Monthly Statement of Exports from all ports of certain articles.*

Figures of the exports of Groundnuts and Castor Seed are now recorded and Gingelly Seed has been omitted.

(8) *Stocks and Deliveries of Piecegoods, &c.*

No change has been made in this return.

(9) *Weekly Return of Clearances.*

(10) *Half Yearly Return of Clearances.*

These two returns have been amalgamated and the amalgamated returns published monthly in a revised form.

(11) *Monthly Statement of Imports of Piecegoods and Yarns.*

No change has been made in this return but it has been made available to non-members.

(12) *Monthly Return of Exports of Cotton.*

No change has been made in this return.

The text of the special Sub-Committee's Report will be printed in full in the Appendices.

It may again be noted that the Chamber's Statistical Department is in a position to furnish special statistics of any particular trade a member may be interested in. The rates of subscriptions to such special statistics are fixed in relation to the cost of preparation and may be obtained on application to the Secretary.

THE GOVERNMENT OF INDIA BUDGET AND THE INDIAN FINANCE BILL, 1934.

In connection with the Government of India's Budget for 1934-35 the Committee addressed the European Group in the Central Legislature in February 1934 advising the Group of the apprehensions felt by the Committee regarding (1) the diversion of trade to ports in Indian States, and (2) the danger of the proposed new excise duties causing a transfer of production to Indian States. The Committee on the strength of a representation of a member supported a modification of the Budget proposal which they understood was to be moved in the Legislative Assembly namely that the duty on imported cigarettes should be 25 per cent. *ad valorem* plus Rs. 2-6 per pound net weight including paper.

The President of the Chamber gave an interview to the Press on the subject on the 28th February (reported in *The Times of India* of the 1st March). The President also proposed the following resolution at a public meeting held in Bombay on the 2nd March 1934:—

"The citizens of Bombay in public meeting assembled desire to urge upon the Government of India and upon the Central Legislature the claims of the Bombay Presidency to a share in the proceeds of the all India taxation which it is proposed in the Finance Member's Budget speech before the Legislative Assembly on 27th February to levy in order to meet the immediate financial needs of certain Provinces. Bombay's claim to a more generous recognition of her financial needs has been repeatedly pressed in recent years. Equilibrium is now further threatened by recent and rapidly growing developments in the diversion of trade from the port of Bombay. These can only be met by measures which will involve a serious deficit in the provincial budget and this meeting submits that 'Bombay has no less strong a claim han other provinces selected for relief to assistance in meeting what hreatens to become a menace to her economic existence."

The Indian Finance Bill was introduced in the Legislative Assembly on the 27th February 1934. In the statement of objects and reasons attached to the Bill it was mentioned that the object of the Bill was to continue for a further period of one year certain duties and taxes imposed under the Indian Finance Act, 1933, which would otherwise cease to have effect from the 1st April 1934; to modify the rates of import duty on cigarettes; to increase the import duty on unmanufactured tobacco; to reduce the import and excise duties on silver; to abolish the export duties on hides; to reduce the postage on letters not exceeding half a tola in weight; and to increase the minimum charge on book, pattern and sample packets.

Clauses 2, 5 and 6 provided for the continuance for a further period of one year of the existing provisions regarding salt duty, rates of income-tax and super-tax and the credit to revenue of interest on securities forming part of the Paper Currency Reserve. The duty of Rs. 1-4-0 per maund on salt remained liable to the additional duty imposed by section 5 of the Indian Finance (Supplementary and Extending) Act 1931.

As it was proposed to retain the tax on incomes of Rs. 1,000 and upwards and below Rs. 2,000 per annum, clause 5 (4) provided for the continuance of the existing procedure for the assessment of such incomes which had already been approved by the Legislature.

Clause 3 provided for the following alterations in customs tariff:—

(*i*) The existing import duty on cigarettes was as follows:—

(*a*) Cigarettes of value not exceeding Rs. 6 per thousand, Rs. 8-8-0 per thousand.

(*b*) Cigarettes of value not exceeding Rs. 10-8 per thousand, Rs. 10-10-0 per thousand (including surcharge).

(*c*) Cigarettes of value exceeding Rs. 10-8 per thousand, Rs. 15 per thousand (including surcharge).

The Bill provided for a uniform duty of 25 per cent. *ad valorem* plus Rs. 5-15-0 per thousand without any surcharge.

(*ii*) The import duty on unmanufactured tobacco was proposed to be raised by six annas per pound; the standard rate of duty would thus be Rs. 2-6-0 per pound and the preferential rate for British Colonies Rs. 1-14-0 per pound.

(*iii*) The import duty on silver was proposed to be reduced from 7 annas 6 pies per ounce (including surcharge) to five annas per ounce without any surcharge.

(*iv*) The export duty on hides was proposed to be abolished.

Clause 4 provided for the continuance of the existing inland postage rates with the following alterations :—

(*a*) Letters—for a weight not exceeding half a tola—The rate was proposed to be reduced from one anna and three pies to one anna;

(*b*) Book, pattern and sample packets.—The rate for every five tolas or fraction thereof was proposed to be increased from half an anna to nine pies.

Clause 7 provided for the reduction of the excise duty on silver corresponding to the reduction in import duty.

On the 5th March 1934 the Committee on the strength of a representation by the Imperial Tobacco Co. of India, Ltd., telegraphed to the Leader of the European Group in the Legislative Assembly informing him that they desired to support a modification of the Budget proposal which they understood that Mr. Morgan was to move namely that the duty on imported cigarettes should be 25 per cent. *ad valorem* plus Rs. 2-6-0 per pound net weight including paper plus 4 annas per thousand.

The Committee were also asked by another member to protest against the budget proposal to raise the postal charge

on inland book packets from 6 pies to 9 pies. The Committee, however, intimated to the member that their information bore out the claim made by the Finance Member in his speech that the book packet post rate of 6 pies per 5 tolas was abused for postcards, invitation cards, etc., which should pay 9 pies. In the circumstances the Committee regretted that they did not feel justified in putting up a case against the proposed increase.

In the Act as finally passed the duty on cigarettes was fixed at 25 per cent. *ad valorem* and in addition either eight rupees and two annas per thousand or three rupees and four annas per pound whichever was higher. The standard rate of duty on unmanufactured tobacco was fixed at Rs. 3-4-0 per pound and the preferential rate for British Colonies Rs. 2-12-0 per pound.

The postage rate on book, pattern and sample packets was fixed as follows :—

For the first five tolas or fraction thereof, nine pies.

For every additional five tolas or fraction thereof in excess of five tolas, six pies.

Subsequently the Associated Chambers of Commerce of India forwarded to the Chamber a copy of a letter that had been addressed by the European Group in the Legislative Assembly to the Member in-Charge, Department of Industries and Labour, Government of India, suggesting the retention of the circular letters and advertisement postage rate at 6 pies for 2½ tolas by the provision, if necessary, of a special heading.

In replying to the Associated Chambers the Committee stated that they did not see how the provision of a special heading as suggested above was going to prevent abuse of the 6 pies circular letter and advertisement postage rate by the

transmission of postcards. The Committee were informed later that the Associated Chambers had addressed the Department of Industries and Labour in support of the representation of the European Group.

EMPIRE MONETARY POLICY.

In December 1933, the Federation of Chambers of Commerce of the British Empire forwarded to the Chamber a copy of a letter addressed by the Chairman of the Council of the Federation to the Prime Minister and other members of the Home Government, to the Prime Ministers and Finance and Commerce Ministers in the Overseas Empire countries and to the High Commissioners in London conveying the following resolution which was adopted by the Council at their meeting on the 29th November 1933 :—

"That the Council of the Federation of Chambers of Commerce of the British Empire welcomes the declaration of the Empire delegates to the World Economic Conference of the desirability of stabilising exchanges between Empire countries, and urges the Governments concerned to take early action to give effect to their declaration and with this object in view to assemble, as soon as possible, an Imperial Monetary Conference."

The Federation asked the Chamber to co-operate in pressing the matter upon Government.

The Committee in reply stated that they were in favour of the proposed Imperial Monetary Conference being called when conditions were favourable to success (of which His Majesty's Government were probably the best judges) and that in that event the Chamber would endeavour to secure proper representation of commercial interests from India.

ECONOMIC SURVEY OF INDIA.

Towards the end of 1933 the Government of India invited two economic experts, Dr. A. L. Bowley and Mr. D. H. Ro-

bertson to conduct, in conjunction with three Indians, a comprehensive economic survey of India and advise on an organisation for economic intelligence in future.

The following were the terms of reference to the economic experts :—

I. With a view to facilitating the further study of the economic problems of India to report on the existing organisation and range of statistical and other information bearing on the economic condition of India with special reference to the gaps which exist at present and the means of filling them. In particular—

(*i*) To make recommendations as to the organisation of a central Statistical Department which in addition to the collection of statistics can co-ordinate statistical enquiry and information for the whole of India.

(*ii*) To consider the practicability and scope of a census of production.

(*iii*) To consider the materials obtainable for measurement of national income and national wealth.

(*iv*) To make recommendations as to the initiation or continuation of series of index numbers of prices, wages, productions, etc.

II. As it is desirable that the collection of the information referred to under I, should be as far as possible designed to serve as a guide to practical policy the main problems which arise in regard to the full utilisation of India's economic resources should be formulated.

At the request of the economic experts the Committee of the Chamber met them on the 21st February 1934 and had an informal discussion, generally on their terms of reference, and in particular, on the practicability and scope of a census of production.

PLANNED ECONOMY.

In March 1934, the Associated Chambers of Commerce of India forwarded for the views of the Chamber a copy of a

letter that had been received from the European Group in the Indian Central Legislature drawing attention to the debate on the 8th March 1934 in the Legislative Assembly on what is commonly called "Planned Economy" when certain suggestions were made by Mr. F. E. James on behalf of the European Group and in connection with which the representatives of the Government of India gave information as to the action which either had been taken or was contemplated. For convenient reference the recommendations made are summarised below together with the action which the Government of India stated it was taking :—

1. *That the portfolios of the Governor-General's Executive Council be redistributed in order to provide for a Member for Communications (Roads, Railways, Civil Aviation, Inland Water Transport, Posts and Telegraphs) and a Minister for Industries and Labour.*

The Government of India have already circulated a communication to Provincial Governments dated the 23rd of February, intimating the desirability both at the Centre and in the Provinces of having all subjects dealing with transport and communications placed under the control of one Member of the Government. The Government have undertaken to investigate the possibility of such a redistribution at the Centre as soon as a convenient opportunity presents itself. It is understood that this opportunity will occur when the term of office of the present Commerce Member expires.

2. *That the Tariff Board should become a permanent body strengthened as to its personnel and made more flexible as to its procedure ; that it be empowered to collect information compulsorily from protected industries, and that it should have the duty of watching those industries and trades which use goods on which duty is imposed ; and that, in short, it should become the chief advisory body to Government in all tariff matters.*

The Hon'ble Sir Joseph Bhore stated that these proposals would be carefully considered by Government and it is understood that the Tariff Board has been invited to express its opinion on them.

3. *That an enquiry be held into the incidence of tariff rates on non-protected articles.*

That enquiry is already being undertaken departmentally by Government.

4. *That the Indian Tariff Acts be consolidated and the Tariff Schedule be revised and put into convenient form.*

The consolidation of the Tariff Acts is to be undertaken at an early date, and Mr. G. S. Hardy on behalf of the Government of India stated that it was hoped very shortly to consolidate the Tariff so that there would be a single schedule and only one set of serial numbers. In this connection the Government of India are considering a suggestion which has come from the League of Nations that there should be a standard grouping of duties adopted by all the different nations in their tariff and trade statistics.

5. *That there should be a thorough overhaul and scientific reconstruction of railway tariffs both for goods and passengers.—*

Sir Joseph Bhore stated that preliminary steps were already being taken for a full consideration of this question and that, as soon as the data had been collected, non-official representatives of trade and commerce would be associated with the Government of India in a complete enquiry.

6. *That there should be a small permanent staff of experts in economic matters attached to the Government of India and an Economic Advisory Council consisting of representatives of Industry, Banking, Commerce, Agriculture, Transport and the Tariff Board.*

Sir George Schuster agreed with the necessity for a permanent small economic secretariat and the appointment of a suitable person as Chief Economic Adviser to the Government. He doubted the advisability of setting up an Economic Advisory Council at the Centre at the present juncture, but advocated the formation of Provincial Economic Advisory Councils and at a later stage an All-India Economic Council composed of the representatives of Provincial Economic Councils.

7. *That some of India's Commercial Treaties and Agreements both with Empire and Foreign Countries and with Indian States be overhauled.—*

Sir Joseph Bhore stated that one or two treaties were at present under examination by the Government of India. He also intimated that the Government were already in communication with Canada, the Irish Free State, and New Zealand with reference to trade agreements, and that negotiations with Ceylon were envisaged.

The Committee in replying to the Associated Chambers stated that they were in full accord with the general lines of the Group's proposals as put forward in Mr. James' speech.

Since that time, the question of economic planning had been advanced a stage further by the publication of the Government of India's Resolution on the results of the Provincial Economic Conference held in Delhi in April, from which the Committee noted with satisfaction (1) the initiation of a co-ordinated policy for economic improvement; (2) the recognition that there was awaiting the consideration of the Government of India in co-operation with all Local Governments a very wide range of vitally important problems in the economic sphere.

Sir George Schuster, on the eve of his departure from India, at a dinner given in his honour, stressed four cardinal features of what in his opinion should be the Indian policy :—

(1) All possible energy should be devoted to developing the internal market and improving the standard of living in India.

(2) Every possible opportunity should be taken advantage of in order to develop those external markets in which India's position was secure. Sir George Schuster emphasised that India had enormous opportunities from her position in the British Commonwealth of Nations, and he was convinced that the Ottawa Agreement ought to be extended much further in the direction of creating real economic unity between the nations of the British Commonwealth.

(3) Maximum security must be obtained in the markets of other countries by special Trade Agreements.

(4) India's competitive power in all markets must be improved by increasing the efficiency of production and the grade and quality of the produce.

The Committee stated that they were in complete agreement with this programme and they considered that all the points made by the European Group in the debate referred to were of great importance in its achievement. With regard to these particular points, it was noted, particularly in connection with Nos. 3, 4 and 5 of the recommendations that action was already being taken by the Government of India and the Committee had no comments to make pending the results of such action.

With regard to the Group's proposals for an Economic Advisory Council, the Committee stated that while they were in accord with the idea they were inclined to think that there were, as pointed out by Sir George Schuster in reply to the debate, real difficulties in the way of securing a suitable Council which would function efficiently.

As regards a permanent staff of experts in economic matters, it was suggested in " Indian Finance " of 28th April that as a start an *ad hoc* Economic Council could be brought into existence by arranging for constant meeting and continuous study amongst a Committee made up of :—

(*a*) the Head of the Department of Agricultural Research ;

(*b*) the President of the Tariff Board ;

(*c*) the Head of the Economic Section of the Reserve Bank ;

(*d*) the Financial Commissioner of Railways :

(*e*) the Economic Adviser of the Federated Chambers of Commerce ;

(*f*) the Budget Officer ; and

(*g*) the Head of the Statistical Department.

The Committee thought that this proposal was deserving of examination by the Group in consultation with the Government of India, but they remarked that, in their opinion, the inclusion of the Economic Adviser of the Federated Chambers of Commerce or of any other non-official members would only confuse the issue, inasmuch as the proposed *ad hoc* Council should, in their opinion, be purely official, the object of its formation being to ensure the fullest study by all Departments jointly of any economic proposal under consideration by the Government of India.

Finally as regards the revision of India's commercial treaties, the Committee attached the greatest importance to this aspect of the matter and they were relieved to find that Sir George Schuster put the matter, by implication, in the forefront of India's economic programme.

The Committee had already raised with the Government of India the question of the Dutch Treaty, and they had also sent to the Department of Commerce a circular from Italy which showed that the Indo-Japanese Trade Agreement might have serious repercussions on the trade relations between Italy and India. There were no doubt other instances, and the Committee considered that it was desirable that no opportunity should be lost of bringing them to the notice of the Government of India.

In September 1934, the European Group in the Indian Central Legislature suggested to the Associated Chambers of Commerce of India that resolutions on the following subjects might be submitted to the forthcoming annual meeting of the Association :—

(*a*) Communications.

(*b*) Tariff Rates.

(*c*) Railway Tariffs.

(*d*) Staff of Experts on Economic Matters.

(*e*) Commercial Treaties.

The Group also expressed the opinion that the Indian Tariff Amendment Bill was a most welcome and important consolidating measure which would enable the whole or parts of some 50 Acts to be repealed. The Group felt in this connection that it might be appropriate if the Associated Chambers were to forward to the Government of India in the Finance Department (Central Board of Revenue) an expression of their thanks for, and appreciation of, this very valuable piece of legislation.

In circulating to the constituent Chambers a copy of the letter from the European Group, the Associated Chambers stated that it could be taken for granted that the Bengal Chamber, if required, would be agreeable to sponsor the resolution on "Communications" and enquired whether any of the other Chambers were prepared to sponsor any of the other resolutions, and if so, which ones.

The Committee in reply stated that they would be prepared to sponsor resolutions in regard to either tariff rates or commercial treaties whichever was the more convenient from the point of view of the wishes of other Chambers.

The Committee added that they were in favour of the Association forwarding a letter of thanks to the Government of India in connection with the consolidation of the Tariff, as suggested by the European Group.

RULES OF THE EXCHANGE BANKS ASSOCIATION.

Call Money Rates.

(*See Reports* 1931, *Vol. I, page* 19 ; 1932, *Vol. I, page* 24.)

It was mentioned in the Report for 1932 that the Exchange Banks Association had made a rule whereby the maxi-

mum rate at which its members would borrow call money from Houses was fixed at 1½ per cent. under the current Imperial Bank rate. This regulation was not applicable to inter bank transactions. The Committee understood that one of the reasons which led to this restriction was the fact that banks found it troublesome to deal with small sums from the bazaar which were frequently moved on.

In April 1934 it was represented to the Committee that the restriction had operated to the disadvantage of Houses which had large sums from time to time available for lending at call. Of late the inter bank call money rate had frequently and for considerable periods been quoted at from 3 per cent. to 4½ per cent., and the Committee in addressing the Exchange Banks Association suggested that the banks might consider the desirability of modifying the existing rule to the extent that it should not be applied in future to sums of one lakh and upwards.

In the opinion of the Committee, if this were agreed to, it would not only give Houses a fairer rate for their call money than they could obtain at the moment, but it would also tend to level downwards the comparatively high rates that banks themselves had frequently to pay each other for call money and give them rather more elasticity than they had at the moment when they were obliged either to go to the Imperial Bank for 7 days advances or pay the high rates demanded of them by other banks.

The Committee felt that this restriction on the part of the Exchange Banks had re-acted hardly on Houses who were some of the banks' best customers and who were often in a position to lend money at considerably lower rates than those at which Exchange Banks had borrowed from each other. It was also believed that some of the members of the

Exchange Banks Association would welcome the removal of the restriction which, it was to be noted, should continue to apply to amounts of less than one lakh. The suggestion put forward by the Committee was for a free market for amounts of one lakh and over, and the Committee requested the Association to let them know whether the suggestion met with their approval.

The Exchange Banks Association, however, expressed their inability to agree to the suggestion and stated that the decision not to change the rule had the unanimous support of the members of the Association. It was also mentioned that the Imperial Bank of India rate had remained stationary at 3½ per cent. since 16th February 1933 and the large majority of advances made by Banks in Bombay had been bearing interest at that rate.

The Committee decided to let the matter drop for the moment but suggested to the Exchange Banks Association that when the conditions referred to above changed, the Association might reconsider the possibility of a free market for amounts of Rupees one lakh and over.

NEW ISSUES OF FIVE AND TEN RUPEE NOTES.

(*See Report* 1933, *page* 21).

It was noted in the Chamber's Report for 1933 that the Committee in replying to a reference from the Associated Chambers of Commerce of India in regard to the new five and ten rupee notes that had been put into circulation in 1933 stated that they considered that the paper of which the notes were made was too flimsy for the use to which the notes would be put. The Committee also suggested that if the new five and ten rupee notes were replaced by another issue the ten rupee note might be made larger than the five rupee note.

In June, 1934, the Government of India issued a press communique intimating that they had decided to revert to the old thickness of paper for the five and ten rupee notes and that the new notes would be issued from the Currency Office at Calcutta and thereafter from the other Currency Offices when the stocks of notes printed on this paper were exhausted. It was added that in general appearance, design and size, the new notes would be precisely similar to the notes hitherto printed on the thinner paper.

CURRENCY NOTES (REFUND) RULES.

(*See Reports* 1925, *Vol. I, page* 29; 1926, *Vol. I, page* 43; 1927, *Vol. I, page* 20; 1930, *Vol. I, page* 16; 1931, *Vol. I, page* 27; 1932, *page* 21; 1933, *page* 21).

At the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta in January 1934 the following resolution was carried unanimously :—

"This Association, having regard to the lack of facilities, for the remittance of money to and from the small towns and business centres of the country, recently intensified by Government's attitude towards remittances by half currency notes recommends that, with a view to cheapening the alternative facilities for remittance by the public, the postal insurance fees be reduced particularly for large sums and that the present maximum limit of Rs. 3,000 in the case of insured articles be considerably increased."

The terms of the resolution together with a record of the discussion that preceded its adoption were duly communicated to the Director-General of Posts and Telegraphs who intimated that the matter was receiving consideration.

In a Resolution dated 30th August 1934 the Government of India stated that in order to implement an undertaking given in the session of the Legislative Assembly in August

1933, and also in accordance with a recommendation made by the Joint Select Committee when dealing with clause 28 of the Reserve Bank Bill, the Government of India in their Resolution No. D-3363-F., dated the 3rd May 1934, set up a small expert Committee to examine the existing Currency Notes (Refund) Rules, and to report whether any modifications in them were desirable, and also to consider and report whether the existing remittance facilities were sufficiently cheap and adequate, and if not, whether there was any action which Government could take to increase these facilities. The Committee met in Bombay on the 8th May 1934 under the Chairmanship of Sir Osborne A. Smith, K.C.I.E., Managing Governor of the Imperial Bank of India, and their report which was submitted on the 11th May 1934 was published for general information on the 30th August 1934.

The Government of India stated that they were in general agreement with the views expressed in the report, and, in particular, they were impressed with the necessity of taking whatever steps were possible to provide cheaper and more adequate means of remittance than were available at the moment. At the same time, they thought that the substantive recommendations of the Committee should be subjected to detailed investigation in the light of information which was not available to the Committee, before they were finally adopted. In the case of the recommendations made for increased postal remittance facilities for instance, it was clear that no definite action could be taken until it had been ascertained to what extent the net earnings of that Department would be affected. The Postal Department were actively considering this point. As regards other forms of remittance, *e.g.*, remittances of scheduled banks, remittances through currency chests, etc., Government considered that in view of the pending institution of the Reserve Bank it would be desirable in the first instance

to submit the Committee's recommendations for the consideration of the Reserve Bank in consultation with the Imperial Bank of India and other concerned interests.

The Government of India added that they agreed with the opinion of the Committee that it was desirable that steps should be taken to put an end to the practice of remittance by means of cut currency notes. In view of the observations made above and of the fact that the solution of this part of the problem depended on the provision of more adequate remittance facilities, they considered that no modifications should be made in the existing Currency Notes (Refund) Rules for the time being and that the question should be postponed until the Reserve Bank was in a position to take over the control of the currency and the outstanding problems in connection with remittances generally had been fully explored.

After consulting the Finance Sub-Committee, the Committee, in addressing the Finance Department of the Government of India, stated that, generally speaking, they approved of the report subject to the qualification that they agreed with the minority minute of dissent in considering that cut currency notes for the purpose of remittances should continue to be paid by the currency authorities for not less than one year after the recommendations made in the report had been put into operation. Unless this were done, the Committee were of the opinion that considerable hardship would result through lack of sufficient notice to persons who, at the moment, had no practical and reasonably cheap alternative but to utilise this method of transmitting legal tender from one place to another. It would take those members of the public who were in the habit of using the half currency note method at least twelve months to appreciate that other methods of transmitting money existed.

While, therefore, the Committee were in favour of putting a stop to the deliberate mutilation of the currency for purposes of remittance, they emphasized that their acceptance of the findings contained in paragraphs 14 to 17 of the report were contingent, subject to the proviso mentioned above, on the adoption of the recommendations of the Committee in their entirety. The Committee were hopeful that in this matter they might find themselves in agreement with the Government of India, who, they were glad to observe from the covering Resolution No. D-6573-F., dated 30th August 1934, were impressed with the necessity of taking whatever steps were possible to provide cheaper and more adequate means of remittance than were available at the moment. They noted that no modification was proposed in the existing Currency Notes (Refund) Rules until the Reserve Bank was in a position to take over the control of the currency and that in the meanwhile the recommendations of the Committee were to be subjected to detailed investigation in consultation with the Postal Department, the Imperial Bank of India and other concerned interests. The Committee expressed the hope that when the time came for taking decisions due account would be taken of the views expressed above.

INDIAN CONSTITUTIONAL REFORMS.

(*See Reports* 1928, *Vol. I, page* 21 ; 1929, *Vol. I, page* 72 ; 1930, *Vol. I, page* 46 ; 1931, *Vol. I, page* 88 ; 1932, *page* 29 ; 1933, *page* 26.)

In the Chamber's report for 1933 a reference was made to the setting up of a Joint Select Committee of both Houses of Parliament to consider the proposals of His Majesty's Government for an Indian Constitution. The Joint Select Committee held 159 meetings in all and examined over 120

witnesses. Their report was published simultaneously in England and in India on the 22nd November 1934. The report was examined by a Special Sub-Committee of the Chamber consisting of Messrs. G. L. Winterbotham, L. A. Halsall and G. H. Cooke in consultation with a Sub-Committee of the Bombay Branch of the European Association, with particular reference to the points made in the memoranda of evidence submitted separately by the Associated Chambers of Commerce of India and the European Association to the Joint Select Committee in connection with the proposals of His Majesty's Government. Both bodies had accepted the proposals in the White Paper as a reasonable basis on which to frame the Constitution Act, subject to securing certain amendments, on which they laid great stress, and subject to retaining their rights to express a final opinion when the Bill was before them.

The Sub-Committee in commenting on the report stated that the essential features of the White Paper proposals had been confirmed and retained by the Joint Select Committee, that is to say Provincial Autonomy (including the transfer of Law and Order), Federation and Responsibility at the Centre with certain reservations. The attitude of the Chamber to the Report therefore depended upon the extent to which the Joint Select Committee had met the points made by the Associated Chambers and the European Association in their written and oral evidence.

The Sub-Committee dealt in separate memoranda with the position as regards Commercial Discrimination and the Division of Legislative Subjects, which did not lend themselves to brief treatment. The Sub-Committeee summarised the other points of vital importance to the Chamber as :—

(1) (*a*) The prevention of discrimination against British subjects;
(*b*) The prevention of Commercial Discrimination.

(2) The need for conditions of security for peaceful trading, i.e. the provisions as regards the maintenance of Law and Order.

(3) The prevention of expropriation without compensation.

(4) The retention of the appeal in the last report to the Privy Council.

(5) The provision for efficient Services and for their fair treatment.

The Sub-Committee considered that broadly speaking and subject to clarification of the Joint Select Committee's intentions, and possibly to amendment, on certain points of detail, the position under all the above heads was fully met to the Chamber' ssatisfaction. There was a great deal which the Joint Select Committee left vague which had still to be settled, but on all the constitutional points there were explicit findings—and in the judgment of the Sub-Committee they were such as to command the Chamber's full support, subject to the examination of the provisions of the Bill itself.

As regards Commercial Discrimination it was noted that the Joint Select Committee's recommendations followed closely the lines on which the Associated Chambers recommended that the proposals in the White Paper required amendment. The additional provisions in the Report dealing with discrimination against imports from Great Britain which were not included in the White Paper proposals were supported by the Sub-Committee.

The Sub-Committee closely examined those portions of the Report that dealt with Law and Order and the Services, and they considered that the points made in the European Association's Memorandum of Evidence were satisfactorily dealt with.

The Sub-Committee considered the recommendation that there should be a Second Chamber a particularly sat a-

factory feature of the Joint Select Committee's Report as far as Bombay was concerned.

The whole question was considered at the annual general meeting of the Associated Chambers held at Calcutta on the 17th and 18th December 1934.

The Sub-Committee's comments on the more important paragraphs in the report together with the memoranda referred to above are on record in the Chamber's office and are open to inspection by members interested.

CENTRAL POLITICAL FUND.

With the more exacting demands on those who serve in the legislatures and the serious trading conditions through which the country has been passing it has become increasingly difficult for individual members of the European community of Bombay to undertake the heavy sacrifices thereby entailed. On the other hand efficient representation of European interest in the legislatures was never so essential as at the present time.

The necessity for taking immediate action was brought home to the Bombay European community in 1932 by the resignation of Sir Hugh Cocke who had represented that community in the Legislative Assembly for the previous nine years. To fill this vacancy the opportunity occurred of securing the services of Sir Leslie Hudson who was in a position to devote his whole time and attention to the task.

To defray Sir Leslie Hudson's expenses and also those of others whom it might be found necessary at a later date to select to represent the community on the Central and local legislatures a fund, now known as the "European Representation Fund", was formed and placed by the subscribers under the control of a Committee consisting of the President and Vice-President of the Bombay Chamber of

Commerce or their nominees, the Chairman and Vice-Chairman of the European Association or their nominees, the Master of the Bombay Presidency Trades Association, Ltd., or his nominee and a nominee of Messrs. A. F. Ferguson & Co.

During the year 1934 a scheme was inaugurated for a Central Political Fund with a view to enlarging the Central Secretariat Fund, which was formerly financed by the constituent members of the Associated Chambers of Commerce of India, and embracing the three stipendiary representatives in the central legislature who were previously financed separately by Bengal, Bombay and Madras.

The main object of the scheme is to provide continuity in the European group in the central legislature by the provision of stipendiary representatives and to apportion their cost among the various Provinces on an all-India basis. The scheme came into force on the 1st October 1934, the Chairman of the Bombay European Representation Fund being one of the Trustees of the Fund, the others being the President of the Associated Chambers of Commerce of India, the President of the Bengal Chamber of Commerce, the Chairman of the Madras Chamber of Commerce and the Chairman of the Karachi Chamber of Commerce.

The Trustees of the Fund are now responsible for the engagement and remuneration of the three stipendiary representatives and the Secretary.

INDIAN COMPANIES ACT.

Annual List of Shareholders.

In July 1934, the Registrar of Companies, Bombay, asked for the views of the Chamber on a proposal that he had noted for consideration in regard to the amendment of the

annual lists of shareholders. The Registrar pointed out that as the law stood it was compulsory for every company to file with the Registrar a complete list of all the shareholders of that company at the date of the annual general meeting each year. These lists were, in the case of the larger companies, very voluminous in some cases running to several large volumes each year, but the number of transfers each year was generally comparatively small so that each year's list was to a great extent a copy of that of the preceding year. The Registrar's proposal was that it should only be compulsory for a company to file a complete list once in every 5 years and that in each year of the intervening 4 years the company should have the option of filing a list of the alterations that had taken place in lieu of a complete list.

The Registrar's idea in making this optional was that in certain companies the dealings in shares were so frequent that, as a list must be prepared for the purpose of paying the dividends it would be more convenient to prepare a full list rather than a list of alterations.

It appeared to the Registrar that if this proposal were adopted it would save a very great deal of clerical labour for the great majority of companies, and as regards his own office, it would save a very considerable amount of registration space.

The only objections that the Registrar could see were (1) the extra work involved for a searcher of the company's list of shareholders in the year preceding the next quinquennial list. He did not think that this objection was sufficiently weighty to overcome the advantages, and he found that very often what the searcher particularly looked to was the number of shares transferred or whether a particular holding was continued in one name in both of which respects, his task

would be simplified, and (2) the increase of expense to a party applying for a certified copy of the last annual list in years other than a year for the quinquennial complete list; but the applications for a certified copy of the entire list would, it was contended, be extremely rare.

Members interested in company management were asked to furnish the Committee with their views on the proposal, but as there was not unanimity on the question the Registrar was furnished with the replies received so that he might draw his own conclusions therefrom.

PROPOSED AMENDMENT OF THE INDIAN COMPANIES ACT.

(*See Reports* 1926, *Vol. I, page* 163; 1928, *Vol. I, page* 69; 1929, *Vol. I, page* 44; 1930, *Vol. I, page* 39; 1931, *Vol. I, page* 60; 1932, *page* 378; 1933, *page* 20).

In January 1925 the Board of Trade appointed a Committee for the purpose of advising His Majesty's Government as to what alterations should be made in the British Act in order to bring it up to date. The report of this Committee was published in June 1926, and they recommended several important changes to be made in the English practice. As the Indian Law is based very much on English practice it occurred to the Committee of this Chamber that the time was opportune for similar action to be taken in India, and the following resolution was moved by Mr. (now Sir Joseph) Kay on behalf of this Chamber in December 1926 at the annual general meeting of the Associated Chambers of Commerce of India:

"That this Association is of opinion that the Indian Companies Act, 1913, as amended by the Acts of 1914 and 1920, calls for revision and recommends to the Government of India that a committee be appointed to consider and report to them what amendments are desirable and necessary."

The Resolution was carried unanimously.

Sir Charles Innes, Member for Commerce and Railways in speaking on the Resolution, stated that he had been aware for a very long time that the Indian Companies Act required revision in some respects, although he had not had many complaints from the business community regarding defects in the Act; the matter having been brought up in that Conference, he was quite prepared to give an assurance that he would take it up again. The Associated Chambers in April 1928 enquired what action Government intended taking in the matter.

Government's reply was that after careful consideration they had come to the conclusion that as soon as the Bill to amend the British Companies Acts, 1908-17, which was at that time before the House of Commons, had been passed into law, the revision of the Indian Act would be undertaken.

In July 1934 the Committee learnt that Mr. Susil Chandra Sen, of Messrs. Dutt & Sen, Solicitors, Calcutta, had been appointed by the Government of India as officer on special duty to make a preliminary survey of the many and various proposals which had been made for the amendment of the existing Indian Companies Act and to ascertain the respects in which it had been found to be defective or out of date so that it might be possible to appreciate more clearly the nature of the problem of amendment.

In September 1934 the Associated Chambers intimated that Government had addressed them enquiring whether the Association had any further suggestions to make regarding the amendments to the Indian Companies Act so that they might be placed before the Special Officer.

The Committee informed the Associated Chambers that they had no proposals to put forward at that stage.

INSURANCE LEGISLATION.

As will be seen from the previous item the Government of India in July 1934 appointed a special officer on duty to make a preliminary survey of the proposals that had been made from time to time for the amendment of the Indian Companies Act. It is understood that the special officer is also examining the Insurance Acts. The present Insurance Act was passed at a time when there was practically nothing in this country but Life Insurance. In the United Kingdom in 1928 the Carson Committee was appointed and its report will be the basis of the new legislation which is to be undertaken taken in the United Kingdom. The legislation required in India will be examined with reference to these recommendations. It is also understood that the Government of India are aware of certain defects that need to be remedied particularly in regard to the cut-throat competition which is proceeding in certain directions, and to re-insurance.

ASSIGNMENT OF LIFE ASSURANCE POLICIES IN INDIA.

It was brought to the notice of the Committee by a member in April 1934 that under the Indian Transfer of Property Act, 1882, the transferees of a life policy ranked in the order of the dates of the actual assignments and that the giving of notice to a life office did not affect the priority of an assignment in any way.

Legal opinion had been sought as to how a lender, could obtain protection when making an advance on the security of an assignment of a life policy, against a previous assignment of which no notice had been given to the life office concerned. It appeared that the only means of securing this protection was to amend Section 130 of the Indian Act on the lines of

Section 3 of the English Life Assurance Act by making notice of assignment an essential and integral part of the agreement.

The point was illustrated by a case which was quoted to the Committee. The widow of an assured person, who had borrowed money from a bank on the security of a life policy, discovered at his death an assignment in her favour made on a separate sheet of stamped paper and dated prior to the assignment to the bank. She had no knowledge of the assignment until she found it on going through her late husband's papers. The widow then claimed the full amount of the policy money, and her claim was held to be valid as against the second assignment in favour of the bank.

It appeared therefore that assignments of life policies did not necessarily give any security, seeing that the benefits might have been previously assigned and there was no means of ascertaining whether or not such an assignment had been effected. In England the position was different as priority was obtained by the person who first registered the transfer. As the Committee understood the position, in England, upon an assignment of policy to secure money lent, the assignment was not complete until notice was given to the Insurance Company ; in effect, therefore, notice must be given. In India, however, if an assignment in terms of Section 130 of the Transfer of Property Act was effected, the benefits under the policy were absolutely transferred, and the fact that a person was in possession of a life policy in his own name did not necessarily mean that he was in a position to give a lender a title to the benefits under it.

The fundamental difference between the law in the two countries was that the legal right to the debt or actionable claim (chose in action) under the English Act passed from the date of the notice to the debtor and express notice had to

be given, whereas under the Indian Act the transfer operated as and from the date of the execution of the assignment, and it was expressly provided that the assignment became effective whether notice of the assignment was given or not. It had been held moreover that the Indian law would apply to the assignment in India of an insurance policy payable in England.

It would be readily appreciated that the position as explained above was highly unsatisfactory from the point of view of banks and others who were in the habit of advancing monies on the security of life policies. The Committee were of the opinion that an amendment of the Transfer of Property Act was urgently necessary and that it should take the form of an addition to Section 130 of a proviso making notice essential in the case of insurance policies. They were advised that such amendment should not go further than Section 3 of the English Life Assurance Act which prevented an assignee from suing until notice had been registered and which regulated priority of title by order of notice.

The amendment, if passed, would, the Committee thought be made effective only in regard to transfers of actionable claims dated subsequent to the date of the amendment. This being the case, some considerable time would elapse before such an amendment would secure the safety of transferees who wished to grant loans on the security of life assurance policies unless a proviso were contained in the amendment to secure the safety of such transferees in regard to all loans already existing at the date of the amendment on the security of apparently unencumbered life assurance policies.

The Committee were on the point of despatching a letter to the Government of India on the above lines when they were asked by the Associated Chambers of Commerce of India

if they were agreeable to representations being made by the Association to the Government of India for the amendment of Section 130 of the Transfer of Property Act, 1882, somewhat on these lines.

The Committee forwarded to the Associated Chambers a copy of their draft letter and stated that, in the circumstances, they were content to leave the matter to be dealt with by the Association.

In October 1934 intimation was received by the Chamber that the Associated Chambers of Commerce of India had addressed the Government of India on the lines of the draft letter referred to above.

STAMP DUTY ON PERSONAL ACCIDENT POLICIES OF INSURANCE.

(*See Report* 1927, *Vol. I, page* 16).

In November 1934 the Superintendent of Stamps pointed out to the Chamber that under Article 47-C(*b*) of the Schedule attached to the Indian Stamp Act, the duty payable on personal accident policies was two annas for every Rs. 1,000 or part thereof insured which meant that on a policy giving cover to the extent of Rs. 13,000 or approximately £. 1,000 the stamp duty was 26 annas. Certain Insurance Companies were, however, offering to passengers by air, policies giving such cover at a premium of approximately 12 annas per day and stamp duty of 26 annas on such policies was considered by them to be excessive. It had been pointed out that policies covering passengers against accidents while travelling by sea were also similarly chargeable under the Act, whereas railway accident policies, valid for a single jo rney only, were chargeable, under Art. 47-C(*a*) of the Schedule to a stamp duty of one anna only.

The Superintendent stated that a suggestion had been made that the concession in the matter of stamp duty on railway accident policies, valid for a single journey only, should be extended to cover similar short term aviation and sea voyage policies, and he asked for the views of the Chamber on the subject.

After consulting members interested the Committee informed the Superintendent of Stamps that they were in favour of the proposal. Subsequently the Superintendent asked for a statement showing the number of short term aviation and sea voyage policies issued by firms doing insurance business in Bombay in order that he might move Government to consider the concession to be accorded to such policies. In complying with this request the Committee pointed out that although the business hitherto transacted in respect of short term aviation and sea voyage personal accident policies might appear negligible, this form of insurance was bound to increase with the development of travel by air, and the Committee considered therefore that effect should be given to the proposal to reduce the stamp duty which was excessive in relation to the premium.

INDIAN PARTNERSHIPS ACT.

Registration of Minors admitted to benefits of Partnership.

In August 1934 the Registrar of Firms forwarded to the Chamber, for such action as might be deemed fit, a copy of a representation he had addressed to the Government of Bombay suggesting that the Indian Partnership Act might be so amended as to make compulsory the registration of the names of minors admitted to the benefits of partnership.

The Committee in addressing the Government of Bombay in support of the above recommendation stated that they were of opinion that it was reasonable that the names of minors admitted to the benefits of partnership should be shown in the registers.

REGISTRATION OF TRADE MARKS IN INDIA.

(*See Reports* 1876/77, *page* 27; 1877/78, page 33; 1878/79, *page* 38; 1879/80, *page* 38; 1880/81, *pages lxxxviii*, 18; 1883/84, *page* 152; 1890, *pages* 166, 215; 1891, *page* 168; 1896, *page* 96; 1903, *page* 41; 1904, *page* 48; 1906, *pages* 139, 543; 1908, *page* 24; 1909, *pages* 80, 541; 1913, *pages* 111, 697; 1914, *page* 59; 1919, *pages* 73, 459; 1926, *Vol. I*, *page* 353; 1928, *Vol. I*, *page* 74; 1931, *Vol. I*, *page* 317; 1932, *page* 107; 1933, *page* 64.)

In May 1934, the Government of India informed the Associated Chambers of Commerce of India that steps would be taken in the near future to review the existing body of commercial legislation in India and that the question of undertaking legislation to provide for the registration of trade marks would be the subject of special examination in that connection.

The Committee in addressing the Associated Chambers on the subject suggested that a suitable opportunity might be taken of impressing on the Government of India the desirability of making special efforts to induce the Indian States to conform to any legislation which might be enacted to provide for the registration of trade marks in India. The Committee stated that they understood that there had been one or two recent cases of deliberate infringement of trade

marks by Kathiawar importers. It appeared to the Committee that this practice might spread unless the States could be persuaded to recognise their responsibilities in the matter of protecting traders against this unfair form of competition.

INDIAN PATENT LAWS.

In December 1933, the Associated Chambers of Commerce of India asked for the views of this Chamber on the existing position of the Patent Laws in India as discussed in certain correspondence that was submitted particularly with reference to the registration in Indian States of Patents which had been granted in British India.

The Committee in reply stated that it appeared from the correspondence that item 30 in List 1 of Appendix VI to the White Paper had been overlooked. This list sets out matters in regard to which legislation is to be exclusively Federal and item 30 covers :—"Copyright, Inventions, Designs, Trade Marks and Merchandise Marks."

Paragraph 111 of the Proposals reads :—

"Laws so made (*i.e.*, with respect to matters set out in the above list), will be operative throughout British India, but, in the States which have acceded to the Federation only in so far as the Ruler of the State has by his Instrument of Accession accepted the subject with which the law is concerned as a Federal subject."

In view of the above it seemed to the Committee inopportune to invite the Government of India at this stage to take up this question for the presumably limited period of time still remaining before a federal constitution was framed and brought into being. The Committee considered that all that the Chambers could do at the moment was to make a note to ask the Government of India, when the time for drafting Instruments of Accession for the federating States arrived,

to endeavour to arrange with those States that this subject was accepted as Federal, and, in respect of States which did not accede to the Federation, to endeavour to introduce some simplification of procedure.

At a later date in replying to an enquiry on the subject from a member the Committee informed them that the Indian Patent Law was applicable to the whole of British India (including Burma) but not to the Native States. The Committee understood that the undermentioned Native States had Patent Laws of their own:—Hyderabad (Deccan); Mysore; Travancore; Cochin; Jodhpur (Marwar); Jammu and Kashmir; Baroda; Indore.

INFRINGEMENT OF DESIGNS ON PIECE-GOODS.

(*See Reports*, 1932, *page* 111; 1933, *page* 179.)

In February 1934, the Committee were favoured with a copy of a letter addressed by the Bengal Chamber of Commerce to the Government of India on the 2nd of that month in which it was suggested that the Government of India might make it a condition precedent to the granting of a quota on Japanese goods that such goods should not bear infringements of designs and trade marks registered in India.

The Committee addressed the Government of India strongly supporting the above suggestion as a ready means of providing the protection against a form of piracy which the Chamber had, for some time past, been demanding.

In June 1934, the Government of India in acknowledging receipt of a copy of a resolution passed at the annual meeting of the Associated Chambers of Commerce of India in January 1934 requesting that the Customs authorities might be given

power to detain goods the designs on which were infringements of designs coming within the purview of the Indian Patents and Designs Act, stated that the matter was under consideration.

INDIAN INCOME-TAX (AMENDMENT) ACT.

Double Income-Tax Relief.

A Bill was introduced in the Legislative Assembly on the 15th August 1934 for the purpose of amending the Indian Income-tax Act, 1922.

In the statement of objects and reasons attached to the Bill it was mentioned that the scheme for relief from double income-tax between the United Kingdom and British India was based on the recommendation of the Royal Commission on Income-tax to the effect that a doubly-taxed assessee should be granted relief to the extent of the lower of the two rates of tax, or, in other words, that he should pay in the aggregate the higher of the two taxes. This relief was granted partly by the United Kingdom and partly by British India. In accordance with section 27 of the English Finance Act, 1920, the United Kingdom granted a refund either (*a*) at a rate equal to one-half the United Kingdom rate of tax, or (*b*) at a rate equal to the Indian rate of tax, whichever was less. The relief given by British India was regulated by Section 49 of the Indian Income-tax Act, 1922, which provided that where the relief obtained in the United Kingdom was at a rate less than the Indian rate of tax, the assessee should obtain a refund to cover the difference subject to a maximum of one-half the Indian rate of tax. This provision of the Indian law effectively carried out the intention of the scheme so long as the Indian rate of tax was less than the United Kingdom rate. But owing to the recent increases

in the Indian rate of taxation coupled with the recent reduction in the British rate of income-tax from 5*s.* to 4*s.* 6*d* in the pound, a position had arisen in which in certain cases the effective rate of Indian Income-tax was greater than the effective rate of the United Kingdom income-tax. In these cases, section 49 as worded had the effect of going beyond the original scheme for double income-tax relief and of leaving the assessee, after he had obtained refunds both in the United Kingdom and in India, liable to an amount of tax which was less than if he had been taxed singly at the higher rate. It had accordingly been decided to amend the Indian Income-tax Act, 1922, so as to provide that when the income doubly taxed had obtained relief in the United Kingdon, the balance of relief obtainable in British India should not exceed the difference between the rate at which relief was obtained and the rate at which the tax was paid in that one of the two countries in which the rate of taxation was lower. This Bill made the necessary amendment.

After consulting the Income Tax Sub-Committee the Committee informed the European Group in the Central Legislature that in their view the amendment was fair.

The Bill was passed by both Houses of the Legislature and received the assent of the Governor-General on the 31st August 1934 (Act No. XXIX of 1934).

INCOME-TAX.

Appeals against Assessment.

(*See Reports* 1929, *Vol. I, page* 28; 1930, *Vol. I, page* 31; 1932, *page* 68; 1933, *page* 36.)

It was mentioned in the Chamber's Report for 1932 that the Committee in commenting on a private Bill that was

introduced in the Legislative Assembly on the 20th September 1932 for the further amendment of the Indian Income Tax Act, 1922, stated that while they were not in favour of the Bill as introduced and recommended that it should be opposed, they recognised that the existing system of appeal against assessment, whereby, short of a reference to the High Court on a question of law, appeal could only be made to officials of the Income-tax Department, was by no means ideal and they would welcome a practical alternative. The Bill was referred to a Select Committee who in submitting their report on the 21st August 1934 stated that they had a preliminary meeting on the 4th March 1933, at which the Honourable Finance Member explained the attitude of Government towards the Bill. Government, he said, could not accept the Bill in its present form, and found the balance of the opinions received on circulation of the Bill to be against it. At the same time Government recognised that there was a considerable volume of opinion in favour of the provision of some more extended form of appeal than was to be found at present in the Act, and if a satisfactory scheme could be devised which would not involve prohibitive expenditure or adversely affect collection of the tax, Government would be prepared to consider it sympathetically. Government could not agree to any alteration in income-tax collection procedure in the lower stages, and would insist on the recirculation of the Bill even if an apparently satisfactory scheme for a new appellate authority was evolved.

A subsequent meeting of the Select Committee was held during the spring Session of 1934 at which no further progress was recorded, but the Member in Charge undertook to prepare redrafts of the Bill.

During the autumn Session a motion was made for the continuance of the Bill, and the Select Committee again met

on the 10th August 1934. At that and subsequent meetings an alternative draft of the Bill prepared by the Member in Charge was discussed. In the course of these discussions it became clear that no solution acceptable to both the Government and the authors of the Bill would be forthcoming and in these circumstances the latter had to recognise that there was small chance of any Bill being passed into law during the current Session. The Government, however, stated that they were proposing to secure the services of one or more Income-tax experts from the British Inland Revenue Department in order to conduct an exhaustive examination of the Indian Income-tax system and that they would be fully prepared to call the special attention of these experts to the opinions which had been expressed and the dissatisfaction which was felt at the absence of any outside appeal on questions of fact.

In the light of this assurance the Select Committee recommended that apart from the presentation of their report by the Member in Charge of the Bill no further motion on the Bill should be made during the autumn Session.

INCOME-TAX ON DIVIDENDS.

In the Chamber's report for 1933 a reference was made to the correspondence that had passed between the Associated Chambers of Commerce of India and this Chamber in regard to the question of the assessment of shareholders direct on that percentage of the profits of a company which was not liable to taxation at source owing to such portion of the profits having been obtained from investments outside India which were not brought into India by the Company. This Chamber recommended that before taking any further action it might be advisable for the Associated Chambers to obtain Counsel's opinion on the point. In the meantime the point at issue

was referred by the Commissioner of Income Tax, Calcutta, to the High Court of Calcutta for opinion. The High Court held that the amount involved in the particular case under reference was not taxable in view of Section 14 (2) (*a*) of the Income Tax Act, under which tax was not payable by an assessee in respect of any sum which he received by way of dividend as a shareholder in a company where the profits or gains of the company had been assessed to income-tax.

In drawing the Chamber's attention to this decision the Associated Chambers stated that they understood that the Central Board of Revenue were appealing to the Privy Council against the judgment in the case referred to above and that the Board were busy meantime on a formula which would be somewhat on the following lines :—

(*a*) where the amount of dividends did not exceed the Indian taxed profits it would be presumed that any interest from foreign investments had not been brought into India,

(*b*) where the total amount of the dividend exceeded Indian profits it would be presumed that the balance over the Indian profits had been brought in, and it would be taxed in the hands of the assessee.

The case of (*a*) would not be affected by the appeal but the case of (*b*) would be in force pending settlement of the appeal.

SUPER-TAX.

Exemption of Holding Companies.

The following notification was issued by the Finance Department (Central Revenues) of the Government of India on the 9th December 1933 :—

No. 47.—In exercise of the powers conferred by section 60 of the Indian Income-tax Act, 1922 (XI of 1922), hereinafter referred to as the

said Act, the Governor-General in Council is pleased to exempt from super-tax so much of the income of any Investment Trust Company as is derived from dividends paid by any other Company which has paid or will pay super-tax in respect of the profits out of which such dividends are paid.

2. For the purposes of this notification, an investment trust company means a company in respect of which the Governor-General in Council is satisfied that;

(*i*) It is a company having for its principal business the acquisition and holding of investments in the stocks, shares, bonds, debentures or debenture stocks of other companies or in securities issued by public authorities;

(*ii*) It is not a company formed for the purpose of, or engaged in acquiring or exercising control over any other company or group of companies or enabling any other persons to acquire or exercise such control;

(*iii*) It is a company deemed under clause (*b*) of the Explanation to sub-section (2) of section 23-A, of the said Act, to be a company in which the public are substantially interested.

In February 1934, the London Chamber of Commerce forwarded for the information of this Chamber a copy of a letter that had been addressed to Sir James Grigg, Finance Member elect of His Excellency the Governor-General's Council, by the Chairman of the East India Sction of the London Chamber and of the Direct Taxation Committee of that Chamber protesting against the exclusion of holding companies from participation in the benefits of exemption from super-tax, conferred upon investment trust companies in India by Notification No. 47 of the 9th December 1933.

The Committee in reply stated that this matter had been under their consideration in connection with the issue of Notification No. 47 and the consensus of opinion expressed by members of the Committee was in favour of continuing to press for the removal of double super-tax on companies as

soon as the financial situation permitted ; but in their opinion the first objective should be to secure the removal of the surcharge on income-tax imposed in 1931, and it would be both impolitic and useless to press for relief in other directions until this was achieved.

The Associated Chambers of Commerce of India also asked for the views of this Chamber on the letter from the London Chamber and were furnished with a copy of this Chamber's reply. Subsequently the Chamber was informed that as a result of a reference to the constituent Chambers the President suggested that the time was not opportune for the Association to take up the matter with the Government of India.

The following resolution was adopted unanimously at the annual general meeting of the Associated Chambers held at Calcutta on the 17th and 18th December 1934 :—

"This Association urges the Government of India to extend to all holding companies the benefits of exemption from double super-tax recently conferred upon investment trust companies."

INCOME-TAX.

Carry Forward of Business Losses.

(*See Report* 1931, *Vol. I, page* 44).

At the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta in January 1934 a resolution was passed unanimously in the following terms :—

"This Association again urges the Government of India to recognise, when computing income-tax, the principle of making provision for business losses and to permit an assessee to carry forward such losses for a period of three years."

The terms of this resolution, together with a copy of the record of the discussion which preceded its adoption, were

duly communicated to the Government of India, Finance Department, who in acknowledging these papers remarked that there had been no change in the position indicated by Sir George Schuster at the above meeting.

Sir George Schuster had stated that it had been decided not to undertake this measure specially for two reasons. First, the resources of the Government of India were severely strained and secondly it was a bad time to start because during the existing period of trade losses, the cost of giving this relief would be much greater than in prosperous years. Sir George Schuster added that Government would want to be satisfied that the change was really supported by public opinion.

In February 1934, the London Chamber of Commerce forwarded to this Chamber a copy of a letter that had been addressed by the Chairman of the East India Section and Direct Taxation Committee of that Chamber to Sir James Grigg, the incoming Finance Member of the Executive Council of H. E. the Viceroy, in regard to the complaint of British firms trading within India that they were deprived of the full advantages of the reciprocal double taxation relief accorded in India and the United Kingdom owing to a difference in the Income-tax legislation of the two countries, particularly in respect of the setting off of losses of previous years against profits in the current year, which is not allowed in India.

It was suggested that a method of meeting the difficulty would be to amend the Indian legislation by the incorporation of provisions analogous to those in the United Kingdom for carrying forward losses. The passing of an amendment of this nature had been urged many times in recent years by the Associated Chambers of Commerce of India. In his budget speech of 1930 Sir George Schuster explained that,

if the revenue position made it possible, it was the intention of the Government of India to make a start in the introduction of a provision to allow assessees to set off against business profits, losses incurred in preceding years ; but he pointed out that the Government had to be guided not so much by considerations of principle as by the practical conditions as regards revenue. Indian income-tax relief under Section 49 (1) of the Indian Income Tax Act, 1922, did not, however, become effective until the year 1931-1932, when the Indian rate of tax was raised to exceed half the current British rate.

If the Indian Government still could not see its way to permit the taxpayer in India to carry forward losses from the previous six years to be set off against profits in the current year, as was the case in the United Kingdom, it was alternatively suggested that it would be only equitable that the Indian Government should extend its legislation by providing specifically that the relief should be granted, not only when taxation had been paid in the United Kingdom, but when it would have been paid but for the setting of losses sustained in previous years. This it was contended, would not be inequitable to the Indian revenue because it compared like with like and placed each upon a strictly annual basis.

At the annual general meeting of the Associated Chambers held at Calcutta on the 17th and 18th December 1934 the following resolution was adopted unanimously :—

"This Association again urges the Government of India to recognise, when computing income-tax, the principle of making provision for business losses and to permit an assessee to carry forward such losses for a period of three years."

INCOME-TAX.

Double Depreciation Allowance on Machinery running Day and Night.

(*See Reports* 1931, *Vol. I, page* 46 ; 1932, *page* 59 ; 1933, *page* 53)

In September 1933 the Upper India Chamber drew the attention of the Associated Chambers of Commerce of India

to the necessity for reviving the agitation for admission to a double depreciation allowance, for income-tax purposes, of machinery running day and night. This Chamber expressed the opinion that the case, which had already been fully represented, was not sufficiently strong to justify its being reopened unless fresh ground could be broken. Alternatively the Committee suggested that Government might be asked to amend section 10 (2) (*vii*) to include machinery which was sold or discarded for reasons other than obsolescence.

In November 1934, intimation was received from the Associated Chambers of Commerce of India that the replies received from the constituent Chambers showed that the suggestion to revive the agitation for admission to a double depreciation allowance, for income-tax purposes, of machinery running day and night, was not sufficiently supported to warrant further action being taken in regard to the question and the President of the Associated Chambers had decided to drop the matter, at any rate for the present.

ENDORSEMENT ON BEARER CHEQUES.

(*See Reports* 1922, *Vol. I, page* 59; 1924, *Vol. I, page* 166; 1925, *Vol. I, page* 66; 1926, *Vol. I, page* 117; 1929, *Vol. I, page* 39; 1933, *page* 70.)

It was mentioned in the Chamber's Report for 1933 that a Bill to amend the Negotiable Instruments Act so as to provide that cheques originally drawn to bearer should not lose their bearer character notwithstanding any endorsement thereon, had been passed by the Council of State, and was referred by the Legislative Assembly to a Select Committee on the 16th September 1933. The Select Committee submitted their report to the Legislative Assembly on the 26th February 1934. They put forward no amendments of the

Bill, which was passed by the Legislative Assembly on the 30th July 1934 and received the assent of the Governor General on the 10th August 1934 (Act No. XVII of 1934).

INDIAN STAMP (AMENDMENT) BILL.

Admission of Promissory Notes in Evidence.

In February 1934, the European Group in the Indian Central Legislature asked for the views of the Chamber on the provisions of a private Bill which Mr. A. Das proposed to introduce in the Legislative Assembly for the purpose of amending the Indian Stamp Act, 1899, so as to make a promissory note, not duly stamped, admissible in evidence on payment of proper stamp duty and penalty.

The Committee informed the European Group that they were prepared to support the principle of the Bill.

INDIAN MOTOR VEHICLES ACT.

Deletion of Endorsements on Driving Licenses.

In April 1934, the Government of Bombay, Home Department, forwarded to the Chamber copy of a letter from the Western India Automobile Association containing a proposal that except in cases of serious offences, all endorsements of more than two years standing should be deleted from the Motor Driving Licenses and that a clean licence should be issued. Government stated that they were inclined to the opinion that some amendment of the existing provisions about endorsements was desirable. Government stated that any such amendment would need legislation as the present provisions were laid down in the Indian Motor Vehicles Act, 1914 and in the rules framed thereunder, and that the Government of India would have to be approached to undertake such legislation.

Government felt that it was open to consideration whether legislation should take the exact form as suggested by the Western India Automobile Association. It was not certain, for instance, whether it was necessary that every conviction should be endorsed. It might be advisable that for certain minor offences a licence should not be endorsed at all, that for others the endorsement should be expunged after a certain time, while for others the endorsement should be a permanent one. The Committee were requested to favour Government with their opinion on the question of endorsements generally, and on the proposal of the Western India Automobile Association particularly.

The Committee in replying to Government said that—

(1) they were of the opinion that all compounded offences should be ignored as far as endorsement on the licence was concerned ;

(2) they were in favour of the suggestions of the Government of Bombay that for certain stated offences the endorsements should be expunged after a certain time while for others the endorsement should be a permanent one ;

(3) the Committee drew attention to the reply given to Government on the question of making certain offences compoundable.

INDIAN MOTOR VEHICLES ACT.

COMPOUNDABLE OFFENCES.

(*See Report* 1929, *Vol. I, page* 17.)

In April 1934, the Government of Bombay, Home Department, forwarded to the Chamber a copy of a letter from the Government of India containing a detailed scheme about compounding certain offences under the Motor Vehicles

Act. Government requested to be furnished with the opinion of the Chamber on the following points :—

(1) (*a*) Whether a police officer should have power to compound offences under the Motor Vehicles Act and the rules framed under it; or

(*b*) Whether a magistrate and if so, of what class, should have this power, and whether this power should be confined to stipendiary magistrates or extended to honorary magistrates of the same class.

(*c*) Whether the magistrate should have power to refuse to allow composition in any case normally compoundable; and

(*d*) If the magistrate would permit composition, whether the accused should have the right to be tried.

(2) At present under Section 18 of the Motor Vehicles Act it is obligatory on the Court to endorse particulars of conviction on a license under the Act, even when the conviction was made for a technical offence against rules issued under it. If the offence is compounded as above, should the composition be regarded as a conviction. If so, should it be recorded by an endorsement on the licence, and should this endorsement be made obligatory or optional for the Court.

(3) In view of different sets of Motor Vehicles Rules prevailing in different provinces, it is desirable to have a certain uniformity. What offences should therefore be made compoundable. It is suggested that the Government of India might lay down in the Act itself what offences should not be compoundable and leave it to local Governments to notify which of the other offences should be compoundable in its province.

The Committee submitted the following replies to the questions put by Government :—

(1) (*a*) In the opinion of the Committee a police officer should not have power to compound offences under the Motor Vehicles Act and the rules framed thereunder. It appeared to them most undesirable that police officers should have the right to inflict fines ;

(*b*) As far as the City of Bombay was concerned, Honorary Presidency Magistrates should have this power ;

(*c*) The Magistrate should have power to allow composition in any case normally compoundable ;

(*d*) The accused should have the right to be tried even though the Magistrate would permit composition.

(2) If an offence was compounded as above the composition should not be regarded as a conviction and it should not be recorded by an endorsement on the licence. But if this view did not prevail the endorsement of the licences should be optional for the Court.

(3) The Committee agreed that a certain uniformity in the Motor Vehicles Rules prevailing in different provinces was desirable and they were in favour of the suggestion of the Bengal Government that the offences that were not to be compoundable should be specified rather than the offences that were to be compoundable. They also agreed with the Government of India that the offences under the Act which were to be non-compoundable should be mentioned in the Act itself and that Local Governments should be given power to declare by notification, with or without the sanction of the Governor-General in Council, offences under the Rules, which were to be non-compoundable.

PROPOSED UNIFORM MOTOR VEHICLES RULES.

(*See Report* 1930, *Vol. I, page* 141.)

In January 1934 the Government of Bombay forwarded to the Chamber a copy of the following resolution issued by the Home Department on the 21st December 1933 :—

"Resolution No. 7993/2-II.—Letter from the Government of India, Home Department, No. F. 70/VIII-31-Police, dated the 1st July 1931—inviting attention *inter alia* to the recommendation for the framing of uniform Motor Vehicles Rules governing the registration, licensing, control and inspection of motor vehicles in item VI of the

proceedings of the Conference of Police Officers, 1931, and stating that it is proposed that the question should be discussed in the first instance by a Sub-Committee of the Road Conference to be appointed for the purpose.

Government letter No. 7993/2-II-E, dated the 1st February 1932,

Letter from the Inspector-General of Police, Bombay Presidency, No. 4583, dated the 1st March 1932.

Memorandum from the Commissioner in Sind, No. 12099-A dated the 10th May 1932.

RESOLUTION.—The question of framing uniform Motor Vehicles Rules was discussed by the representatives of Local Government at the Road Conference of 1931. According to a resolution passed at the Conference a draft of the uniform Motor Vehicles Rules will be framed by the Government of India and circulated to Local Governments for their opinion. The Governor-in-Council is pleased to appoint a Committee consisting of the officials and representatives of the non-official bodies mentioned below to consider and report on the reference or references which will be received on the question of framing uniform Motor Vehicles Rules :—

Officials.

The Inspector-General of Police, Bombay Presidency (President).

One Senior Collector or a Divisional Commissioner to be nominated by Government.

One Senior District Superintendent of Police to be nominated by Government.

The Deputy Secretary, Roads and Buildings, Public Works Department.

The Deputy Commissioner of Police for the Port (Secretary).

Non-Officials.

Representatives of—

The Western India Automobile Association.
The Motor Manufacturers and Importers Association.
The Indian Roads and Transport Development Association.
The Chamber of Commerce, Bombay.
The Bombay, Baroda and Central India Railway.
The Great Indian Peninsula Railway.

2. The Committee should meet at a place to be notified hereafter in Bombay and the maximum number of meetings to be held in a year is three."

The Committee of the Chamber nominated Mr. J. B. Greaves, M.L.C., to serve as the Chamber's representative on the Committee referred to in the Resolution.

BOMBAY WEIGHTS AND MEASURES ACT, 1932.

RULES.

(*See Reports*, 1906, *pp.* 116, 487; 1908, *page* 110; 1910, *page* 99; 1912, *pages* 118, 646; 1913, *pages* 45, 300; 1914, *pages* 50, 598; 1915, *pages* 68, 422; 1920, *Vol. I, page* 201; 1922, *Vol. I, page* 306; 1924, *Vol. I, page* 344; 1932, *page* 114; *and* 1933, *page* 98.)

In a Press Note dated 5th June 1934, the Government of Bombay notified that they had decided to introduce the Bombay Weights and Measures Act in the first instance from the 1st of March 1935 in the City of Bombay and in the districts of Broach, Surat, Thana, Bombay Suburban, Poona, Ahmednagar, Satara, Belgaum in the Presidency, and in Karachi and one other district in Sind. The Act would be applied to the districts named above and to all Municipal areas in those districts (this would include Karachi City). Government made it quite clear that the introduction of the Act in these areas was only a preliminary to its extension over the whole Presidency, and a limited area was proposed at the moment only because Government considered that it was desirable to obtain, at first, experience of the working of the Act in a limited area, rather than hurriedly to extend its application throughout the whole Presidency with consequent risk of a breakdown in some districts. Government felt that it would be necessary to set up a new organisation

to administer the Act, to inspect, check and stamp weights and measures, and to see that these standardised weights and measures alone were used by the public, and the starting of such an organisation and the training of the necessary personnel would take time. Government hoped that it would be possible, after gaining some experience in the districts first notified, to extend the application of the Act throughout the whole Presidency including Sind during the financial year 1935-36.

The Press Note stated that in view of the undoubted benefits which the standardisation of weights and measures would confer on the public, especially the agriculturists, Government were confident that the public would afford all possible assistance in the introduction of the Act. It was added that in good time before the Act was actually brought into effect, Government would issue in English and in the vernaculars of the Presidency a further press note explaining the Act and the Rules to the public, and indicating to all those who had to deal with weights and measures, especially to the trading public, what steps they would have to take to comply with the requirements of the Act and Rules and indicating how such requirements could be most easily fulfilled.

By a notification dated the 11th December 1934, the Government of Bombay notified that they had decided that the Bombay Weights and Measures Act 1932, should be brought into effect from 1st July 1935 instead of 1st March 1935 in Bombay City and the districts mentioned in the above Press Note. Government also decided that the Act should be extended to the remaining districts of the Bombay Presidency and Sind, inclusive of all municipal areas therein, from 1st March 1936.

SAFETY DEVICES ON PASSENGER LIFTS.

(*See Report* 1933, *page* 101).

In September 1934, the Committee in replying to a reference from the Government of Bombay, stated that the question of the compulsory installation of safety devices in electric passenger lifts was under their consideration in 1933, and as they were of opinion that this was an all-India matter they had addressed the Associated Chambers of Commerce of India on the subject with a view to obtaining the assent of the constituent Chambers to a representation being made to the Government of India on the need for legislation.

The Committee were strongly in favour of the proposal to institute legislation making it obligatory on the part of owners to have them inspected during erection and at regular intervals thereafter. In particular, they considered that such legislation should make it compulsory on the part of the owner of the lift to (1) instal only lifts with approved safety gear; (2) have the lift inspected by a certified lift engineer every six months; (3) have the lift cleaned, oiled greased and maintained in proper working condition by a competent mechanic; (4) employ lift operators who were conversant with the safety regulations and acted in accordance therewith. For this purpose the lift code should be translated into the various vernaculars and copies in the vernacular of the locality should be displayed in a prominent position in the lift car. The Committee submitted to Government an amended draft specification of certain rules which had been drawn up by the Electricity Sub-Committee of the Chamber.

In November 1934, the Chamber was informed that the Associated Chambers of Commerce of India had addressed the Government of India somewhat on the lines suggested

by this Chamber in regard to the compulsory installation of safety devices in electric passenger lifts. An alternative suggestion was made to the effect that legislation might take the form of compulsory insurance of all passenger lifts; that no lift should be permitted to be in service unless carrying a certificate by some competent authority; that a duplicate of the certificate should be fixed inside the lift; that quarterly inspections should be made by a competent inspector to whom should be given power to advise the revoking of certificates should lifts be found to be unserviceable owing to inattention or lack of repairs; and that the annual premium on the insurance policy should cover all risks and costs of inspections.

Towards the end of the year the Chamber was informed by the Associated Chambers that the Government of India were unable to agree to all-India legislation to ensure the safety of passenger lifts but suggested that the Chambers of Commerce should address local Governments of the provinces in which they considered that the regulation of passenger lifts was desirable.

The Committee accordingly addressed the Government of Bombay and requested that legislation might be introduced in the Bombay Presidency on the lines previously suggested by the Chamber.

BOMBAY MONEY—LENDERS BILL.

(*See Reports* 1917, *Volume I, page* 38; *Volume I, page* 41: 1932, *page* 252.)

In September 1934 the Government of Bombay asked for the views of the Chamber on a private bill to regulate the business carried on by persons as money-lenders, which

was read for the first time at a meeting of the Legislative Council held on the 18th August 1934. The Bill was designed to exercise a legal check upon unscruplous money-lenders as also upon reckless borrowers.

After consulting the Finance and Labour Sub-Committees the Committee informed the Government of Bombay that in replying to a reference arising out of the recommendation of the Royal Commission on Labour in India that besetting of industrial establishments for the recovery of debts should be made a criminal and cognizable offence, the Committee in 1932 stated that they did not consider that they had sufficient information to justify, at that stage, the enactment of legislation for making habitual usury a criminal offence. The Committee recommended that the Government of India should undertake a thorough investigation of all the information on this subject which was contained in various reports and then proceed to legislate with a view to the registration of money-lenders and the regulation and control of the granting and taking of loans and the rates of interest charged. It had subsequently been decided that it should be left to the Provinces to bring in their own measures to deal with the question of money-lending, and by unanimously passing the first reading of the present private Bill the Legislative Council had approved of its principle.

The Committee suggested for the consideration of Government the desirability of licensing professional money-lenders with a view to controlling their activities. They added that they considered that this was too important a matter to be dealt with in a private Bill and that it was for Government to introduce the best possible measure after full examination of the whole problem by their experts.

LICENSING OF GINNING AND PRESSING FACTORIES.

(*See Reports*, 1924, *Vol. I*, *page* 133 : 1932, *page* 231.)

In June 1934 the Bombay Millowners' Association favoured the Chamber with a copy of a letter addressed by the Association to the Government of India on the 26th of that month urging that the Cotton Ginning and Pressing Factories Act should be amended at an early date so as to provide local Governments with powers to introduce a system of licensing of gins and presses.

In addressing the Government of India on the subject the Committee of the Chamber stated that they strongly supported the above representation and pointed out that in addressing the Indian Central Cotton Committee in 1931 the Chamber expressed the opinion that the application of the Cotton Ginning and Pressing Act needed severely tightening up if that piece of legislation was to prove effective and have the desired effect of preventing the many abuses which, it was alleged, took place either in the ginning factory or in the press house. The Committee had in mind at that time the compulsory licensing of gins and presses and in again addressing the Indian Central Cotton Committee in 1932 they stated that they were strongly of opinion that the time had come for introducing legislation to this end, without which they thought it would not be possible to overcome the difficulties and malpractices which had hampered the trade for so long.

The Committee considered that the move for increased consumption of Indian cotton by Lancashire lent added force to the need for the proposed legislation which they trusted would be introduced at an early date.

In August 1934 the Indian Central Cotton Committee intimated that as it was becoming increasingly evident that

malpractices like watering could be suitably dealt with and put a stop to, only by the introduction of legislation for the licensing of gins and presses, their local Sub-Committee had decided that a resolution should be prepared in consultation with the Bombay and Ahmedabad Millowners' Associations the East India Cotton Association, the Indian Merchants' Chamber and the Bombay Chamber and placed before the Indian Central Cotton Committee.

Mr. A. McIntosh, Vice President of the Chamber, represented this Chamber at the meeting which was held on Saturday, 11th August 1934. The outcome of the discussion at this meeting was a suggested resolution "re-affirming the Indian Central Cotton Committee resolution of August 1933 (which itself re-affirmed the resolution of 1924) recommending to the Government of India that the Cotton Ginning and Pressing Factories Act should contain a clause providing for the licensing of gins and presses, and that this should be made operative in each province by a resolution of the Provincial Legislative Councils—and urging immediate action in the interests of Indian cotton in regard to the growing malpractice of watering cotton."

INDIAN FACTORIES ACT.

AMENDMENT.

(*See Reports* 1921, *Vol I, page* 45; 1922, *Vol. I, page* 89; 1923, *Vol. I, page* 67; 1925, *Vol. I, page* 118; 1926, *Vol. I, page* 118; 1932, *page* 258).

A reference to the Report for 1932 will show that the Government of Bombay submitted to the Chamber for opinion a draft of a Bill to consolidate and amend the law relating to labour in factories and certain criticisms were offered by the Chamber.

The Bill was introduced in the Legislative Assembly on the 8th September 1933 and was submitted again to the Labour Sub-Committee whose report reading as follows was adopted by the General Committee and forwarded to Sir Leslie Hudson, the leader of the European Group in the Central Legislature.

The most important provision in the Indian Factories Bill, 1933, is that relating to the hours of work which it is proposed to reduce from 60 to 54 per week. Previously the Millowners' Association objected to the proposed reduction and in this they were supported by the Chamber. The Millowners have now withdrawn their opposition, and we think it would be both ill advised and useless for the Chamber to adhere to its previous attitude. We have carefully examined the present Bill in the light of the Chamber's previous criticisms of the draft Bill which was circulated for opinion in 1932, In some cases the Chamber's objections have been met and in others the new proposals have been modified in such a way as to be less open to criticism. We have to offer the following comments which, we hope may be of assistance to the Committee in formulating their views on the Bill.

Section 4 (1) *and* (2),—Provides that the Local Government may, by notification in the local Official Gazette, declare certain factories to be seasonal factories or not to be seasonal factories for the purposes of the Act. In view of the different working hours permitted for seasonal and perennial factories, it would, we are of opinion, be a serious handicap for a factory that it should be declared not a seasonal one as long as other factories carrying out a similar process in the same area are styled "seasonal factories." On the other hand a factory may derive undue advantage if declared a "seasonal factory" when competing with factories in the same area are styled "perennial factories." We suggest inserting the words "with due regard to the interest of the industry as a whole" after the words "provided that the Loca Government may" and before the words "by notification in the local Official Gazette" in the proviso to Clause 4 (1) as also in Clause 4 (2).

Section 21 (2).—Lays down that in every factory in which any process involving contact by the workers with injurious or obnoxious substances is carried on a sufficient supply of water suitable for

washing shall be provided for the use of the workers. For the sake of uniformity throughout the country it appears to us desirable that the trades in which such processes are carried on should, if possible, be specified in the Act.

Section 33 (*d*).—Provides that the Local Government may make rules requiring occupiers or managers of factories to submit annual returns relating to wages. In the draft Bill of 1932 the Governor-General in Council was empowered to make rules for this purpose and the Committee then opposed the clause as being vaguely worded. It appears to us still more objectionable that this matter should be left to Local Governments. If such returns are required we consider that they should conform to the following conditions.—

(1) The information required should be clearly defined.

(2) The returns should be comparable for the whole of India.

(3) They should not be called for more than once a year.

(4) In Bombay they should be so arranged as to take the place of the wages census at present conducted by the Labour Office.

Section 35.—This is the most important clause in the Bill, embodying as it does the recommendation of the majority of the Labour Commission for the reduction of weekly adult hours in non-seasonal factories from sixty and fifty-four. In view of the reduction in wages which has taken place in Bombay in the last twelve months we consider that both on practical and humanitarian grounds the objections to this proposal previously expressed by the Chamber may be withdrawn. It is, however, important that as far as possible the reduced hours should apply to the whole of India and every effort should be made to induce Native States to adopt them in their territories. An all-round reduction in hours should lead to a better distribution of the business available.

The Bill was referred to a Select Committee who made certain alterations in it. The Chamber's suggested alterations to sections 4 (1) & (2) and 21 (2) were not adopted. Section 33 (*d*) to which objection was taken was omitted.

The Bill was passed by both Houses of the Legislature and received the assent of the Governor-General on the 20th August 1934, (Act XXV of 1934).

At the time of going to press the Labour Sub-Committee had under consideration a draft of the revised rules under the Factories Act, 1934, that were published by the Government of Bombay on the 3rd November 1934.

THE HAZARDOUS OCCUPATIONS (LEAD AND LEAD COMPOUNDS) RULES, 1935.

The Government of India under Notification No. L 3050, dated the 20th September 1934, published in the *Gazette of India* of the 22nd September 1934 a draft of certain rules which it was proposed to make in exercise of the powers conferred by Sub-section (4) of Section 33 of the Factories Act, 1934. A suggestion was made by a member that the application of Part II of the schedule was somewhat wide and indeterminate and the Committee consequently asked the Government of India to clarify the position.

As the Committee understood it Part II of the Schedule was intended to cover any use of lead compounds not specifically enumerated in Part I and they enquired whether this was the case. They also enquired whether "an operation involving the use of lead compounds" would be held to cover painting in a factory.

FOOD ADULTERATION.

At the annual general meeting of the Associated Chambers of Commerce of India held in January 1934 a resolution was carried unanimously in the following terms :—

"This Association calls the attention of the constituent Chambers and the Government of India to the continued and wide-spread adulteration of food throughout the country and urges upon them the necessity of pressing upon Provincial Governments the importance of dealing with this evil more effectively by means of suitable legislation, adequate administrative action and the education of public opinion."

The terms of this resolution, together with copies of the record of the discussion which preceded it, were duly forwarded to the Government of India, and also to all the Provincial Governments, seeing that adulteration of foodstuffs was a provincial transferred subject.

In November 1934 the Associated Chambers forwarded to this Chamber a copy of a pamphlet explaining the provisions of the Assam Pure Food Act, 1932, and the rules framed thereunder, copies of which had been received by the Association from the Government of Assam.

The pamphlet was placed at the disposal of members of the Chamber interested.

BOMBAY PREVENTION OF ADULTERATION ACT, 1925.

(*See Report* 1933, *page* 97).

In January 1934 the Government of Bombay invited the Chamber to nominate a representative to attend a conference of chemists and other persons interested in the question of adulteration of ghee with a view to discuss amendments to the Bombay Prevention of Adulteration Act, 1925, and Rules made thereunder. The agenda of the conference was as under :—

(1) Standards for and definitions of ghee.

(2) Amendments to the Act and addition to the rules made thereunder.

(3) Standards, if possible, for butter and ghee substitutes of vegetable or animal origin and conditions under which they should be allowed to be sold.

(4) Desirability of a mixture of ghee or butter and vegetable oils or animal fats and standards and conditions for sale of the same.

(5) Any other point that may be brought before the conference with the permission of the President.

As certain members of the Chamber interested in the question had been invited by Government to the conference the Committee felt that they could safely leave the representation of the Chamber to those members and informed Government accordingly.

In August 1934 the Government of Bombay forwarded to the Chamber a statement regarding the conference and a draft of certain amendments to the Act and Rules issued thereunder prepared by the Director of Public Health in the light of the recommendations of the conference. The Government of Bombay asked for the views of the Chamber on the proposed amendments.

After consulting members interested and having an opportunity of perusing letters written by two of them to the Government of Bombay the Committee drew Government's particular attention to the three following points :—

(1) The proposed alteration in the definition of "Vegetable Product" or "Vanaspati" legalising the admixture up to 10 per cent. of butter fat;

(2) The omission from the specification of ghee of a standard of free fatty acid content; and

(3) The omission in Section 22 (*d*) of the words "consigned to places within the jurisdiction of this Act," thereby imposing restrictions regarding standards, marking and labelling on the product of factories working in this Presidency in competition with factories in other parts of India.

This last point raised what the Committee regarded as a very important question of principle, namely, that no legislation should be imposed in one province which was likely to handicap business in that province *vis-a-vis* its competitors in other provinces.

LETTERS PATENT OF THE BOMBAY HIGH COURT.

(*See Reports* 1928, *Vol. I, page* 89 ; 1929, *Vol. I, page* 45 ; 1933 *page* 66).

It was mentioned in the Chamber's Report for 1933 that the following resolution was submitted on behalf of this Chamber to the annual general meeting of the Associated Chambers of Commerce of Indian held at Calcutta on the 8th and 9th January 1934 :—

"This Association desires again to draw the attention of the Government of India to the resolution, which was unanimously passed at the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, held at Bombay on 16th December 1929, and which urged the amendment of Clause 12 of the Letters Patent of the High Courts named as might be necessary to establish the true meaning of the words 'suits for land.'

"The Association desires to record its extreme dissatisfaction with the decision of the Government of India, notified only in June 1933, not to pursue the matter at present. The Association urges upon the Government of India that it is Government's duty either to move His Majesty the King in Council to amend the Letters Patent of the High Courts in the manner indicated in the Association's resolution of December 1929, or alternatively, if this is possible, themselves to frame a reference to the Privy Council with a view to obtaining authoritative interpretation of the law as it stands."

The terms of the resolution together with a report of the discussion which preceded its adoption were duly communicated to the Government of India. In November 1934 the Government of Bombay asked for the views of the Chamber as to the suitability of the following draft amendment of clauses 12 and 14 of the Letters Patent of the Bombay High Court prepared by the Government of India.

For the 12th* clause of the said Letters Patent the following clause shall be substituted, namely :—

"12. And we do further ordain that the said High Court of

Judicature at $\frac{\text{Fort William in Bengal}}{\text{Madras}}$ $\frac{\text{Madras}}{\text{Bombay}}$ $\frac{\text{Bombay}}{\text{Rangoon}}$ in the exercise of its ordinary original civil jurisdiction, shall be empowered to receive, try and determine :—

(*a*) suits of every description if the cause of action shall have arisen wholly, within the local limits of the ordinary original jurisdiction of the said High Court, or, where the leave of the Court shall have been first obtained, if the cause of action shall have arisen partly within such limits or the Defendant or all the Defendants where there are more Defendants than one shall at the time of the commencement of the suit dwell or carry on business or personally work for gain within such limits ; and

(*b*) suits relating to land or other immoveable property not being suits to which the provisions of sub-clause (*a*) apply, if such land or property shall be situated wholly or where the leave of the Court shall have been first obtained, partly, within the local limits of the ordinary original jurisdiction of the said High Court;

Provided that the said High Court shall not be empowered to receive, try or determine any suit relating to land or other immoveable property situated outside British India, or any suit falling within the jurisdiction of the Small Cause Court at Calcutta (Madras, etc.)† *in which the debt or damage or value of the property sued for does not exceed one hundred rupees.*

Explanation.—For the purposes of this clause the following suits shall not be deemed to be suits relating to land or other immoveable property, namely :—

(1) suits for foreclosure, sale or redemption in the case of a mortgage of or charge upon immoveable property,

(2) suits for the partition of immoveable property,

(3) suits for specific performance,

(4) suits for injunction,

* In Rangoon Letters Patent "10th".

† In the case of Rangoon these words italicized should be omitted

(5) suits for administration of the estate of a deceased person, or fo administration of a Trust,

(6) suits for recovery of money, notwithstanding that the grant of relief may involve a decision on title to immoveable property."

"In the 14th‡ clause of the said Letters Patent the words 'such causes of action not being for land or other immoveable property, shall be omitted."

In forwarding the draft to the Government of Bombay for their views the Government of India mentioned that they had previously decided that the point of difference among the several High Courts concerned as to the interpretation of clause 12 of the Letters Patent of the Madras, Bombay and Calcutta High Courts and clause 10 of those of the Rangoon High Court should be left to be decided by the Privy Council on an appeal from a judgment of a court in India. They therefore decided not to pursue the matter further then. As a result of further consideration, however, the Government of India decided that the existing uncertainty should not be allowed to continue indefinitely in view of the strong feeling on the subject amongst the commercial community in the four cities affected. As banks were much more willing to advance money on the security of land if they could take proceedings in relation to such advances in the High Courts instead of courts in the districts in which the land was situated, the point at issue was one of very considerable importance to that community, affecting, as it did, the raising of money and generally the financing of business schemes. The Government of India felt that to leave the point of difference among the several High Courts to be decided by the Privy Council in the normal course of its appellate jurisdiction might involve an indefinite prolongation of the conflict of opinion.

‡ In the case of Rangoon read 12th.

Moreover, even if the matter were to come before the Privy Council, the Judicial Committee might decide whether the particular suit forming the subject-matter of the appeal came within clause 12 or not without entering into a general discussion on that clause. The Government of India therefore came to the conclusion that the conflict should be set at rest by an amendment of the Letters Patent of the four High Courts, and that the High Courts should have the wider jurisdiction which the Bombay and Madras High Courts had held that they have. The redraft of the clause in question had accordingly been prepared.

After consulting the Chamber's Solicitors the Committee in replying to the Government of Bombay stated that in their opinion the amendment of Clause 12 of the Letters Patent of the Bombay High Court proposed by the Government of India gave effect to the suggestion of the Associated Chambers of Commerce of India contained in the resolution passed at their annual general meeting held at Bombay on the 16th December 1929. The proposed amendment of Clause 14 of the Letters Patent was a necessary corollary to the proposed amendment of Clause 12.

COTTON (CONSUMPTION DUTY) BILL.

(*See Reports* 1931, *Vol. I, page* 113; 1932, *page* 160; 1933, *page* 152).

A Bill was published in the *Gazette of India,* of the 2nd June 1934, to provide for the imposition and collection of a duty on certain raw cotton. The Bill was designed to check the diversion from the port of Bombay of the import trade in Empire cotton and the consequent loss of revenue by substituting for the present import duty a consumption duty of the same amount chargeable on the entry of such cotton into cotton mills.

The Committee in addressing the Government of India in regard to the Bill stated that they welcomed a measure which was designed to give effect to a suggestion which this Chamber jointly with the Bombay Millowners' Association put forward two years ago, but there were certain aspects of the Bill to which they desired to draw the attention of Government.

The most striking feature of the Bill was that the proposed consumption duty was to be levied on Empire cotton only. The reasons which led to the exclusion of non-Empire cotton from the scope of the Bill were not apparent but it was presumed that they were connected with India's treaty obligations under which it would not be possible to impose a consumption tax on foreign cotton when no such tax was imposed on Indian cotton. As regards the United States of America the necessity to bring all American cotton to Bombay to be fumigated was probably regarded as a sufficient safeguard against its diversion elsewhere, although in the opinion of the Committee the wisdom of placing permanent reliance on the menace of the boll weevil was open to question. Apart from the possible discovery of other equally effectual methods of dealing with the pest, it seemed to the Committee that it would be difficult to resist claims by Bhavnagar and other ports to instal fumigation plants of their own. Moreover, there was nothing in the existing regulations, so far as the Committee were aware, to prevent American cotton imported into Bombay from being fumigated there in bond and transhipped to Bhavnagar.

The safeguard of fumigation, such as it was, did not exist so far as Egyptian cotton was concerned. During the year ending 31st March 1934, 6,068 tons of such cotton were imported into British India, chiefly Bombay. In the same

period 3,644 tons of Egyptian cotton were imported into Bhavnagar. This cotton would not be liable to the proposed consumption duty and it would continue to be liable to the import duty the existence of which was the cause of its being imported into Bhavnagar at all. To this extent the Bill only partially fulfilled its object.

The Committee drew attention to an article which appeared in the *Times of India* of 30th June 1934, according to which the Bhavnagar Durbar had assured importers of Empire cotton that, if any import duty had been paid at Bhavnagar on cotton received just prior to the passing of the Cotton (Consumption Duty) Bill and which by the time it reached the factory was liable to consumption duty because the bill had come into force, then the Durbar would refund the import duty. The Committee enquired whether the Government of India would regard such action on the part of Bhavnagar as consistent with its treaty obligations. Section 3 of the Bill exempted from payment of the consumption duty Empire cotton which had paid customs duty "at any port in British India," but it was to be observed that there was no question of a refund of duty.

The Bill could not be dealt with at the September 1934 session of the Legislative Assembly and accordingly was not introduced during that Session.

DIVERSION OF TRADE TO KATHIAWAR PORTS.

Throughout the year the Committee of the Chamber constantly had before them the question of the diversion of trade from Bombay to Kathiawar ports and neglected no opportunity of drawing the attention of those concerned to the problem presented by the steady loss of trade by Bombay to other ports.

Mr. W. W. Nind, Member of the Central Board of Revenue, visited Bombay towards the end of May 1934 for the purpose of enquiring how far the financial position of Bombay port was affected by the recent diversion of trade from Bombay to other places. Mr. Nind met the Committee of the Chamber on the 24th May for an informal discussion on the subject of his visit, when the Committee took the opportunity of pointing out *inter alia* that the interpretation placed by the Government of India on Section 30 of the Sea Customs Act was an important factor in the diversion to other ports of trade that rightly belonged to Bombay.

Towards the end of the year it was reported in the Press that progress was being made in negotiations between the Government of India and several of the Kathiawar States with a view to arriving at a settlement of the difficulties connected with maritime imports.

INDIAN TARIFF ACT, 1934.

Consolidation of Law relating to Indian Customs Duties.

A Bill was published in the *Gazette of India* of the 7th July 1934, Part V, which had for its object the consolidation of the law relating to Indian Customs duties. In the statement of objects and reasons attached to the Bill it was mentioned that the Schedule of import duties contained in the Indian Tariff Act, 1894, had, under the influence of a long succession of amending Acts, become amorphous and the numbering of the items had lost its serial character. The classification of articles was far from scientific, and, in order to ascertain the amount of the duty imposed on many of the items contained in the Schedule and the duration of the duty, it was necessary to collate the Act with other Acts such as

the Indian Finance Act, 1931, the Indian Finance (Supplementary and Extending) Act, 1931, and the various protection Acts. In practice commercial bodies and importing merchants had recourse, for the vital information required by them regarding customs duties, to a compilation known as the Indian Customs Tariff drawn up by the Department of Commercial Intelligence and Statistics which went some way towards supplying an intelligible statement of the Indian Tariff. This compilation, while reproducing the items contained in the Second Schedule to the Indian Tariff Act, 1894, had recognised the necessity for an extensive rearrangement of the order of those items and for stating the rate of duty on each article, not as it appeared in the Schedule to the Indian Tariff Act but as it stood when the effect of the surcharges imposed by the two Finance Acts of 1931 and the modifications of duty made by subsidiary Acts had been allowed for. Despite these readjustments the arrangement of items in this compilation also left much to be desired, and its variation from the Schedule to the Tariff Act, with which it could be co-ordinated only by the use of a complicated index, was a source of continual trouble.

The object of the Bill was to consolidate the existing provisions of law now to be sought in a multiplicity of enactments as far as possible into one measure, thereby enabling the whole or parts of some fifty Acts, to be repealed. The Schedule of import tariffs would thus exhibit as far as possible the actual rate of duty payable on each article under the tariff law for the time being, the only duties not included being those imposed by the Salt (Additional Import Duty) Act, 1931, an Act which contained matter which it would be unsuitable to include in the Bill. At the same time the items subject to duty had been rearranged upon a scientific plan enabling any particular item to be found without the use of

an index, and affording a suitable basis for future modification or supplement by legislation.

It was added that the Economic Committee of the League of Nations had recently devised the framework of a customs nomenclature designed for general international use by countries imposing tariffs on imports. While this framework was still merely a draft scheme not yet adopted by any nation, it offered a scientific classification, made by experts, of all articles commonly liable to import duties in accordance with which it was possible to rearrange the items contained in the existing Indian Tariff Schedule.

The framework arranged the whole body of imports under 21 main classes which formed the headings of 21 sections. These sections were sub-divided into 86 chapters, which were again sub-divided into 991 basic items, capable themselves of further sub-divisions into sub-items.

It had not been possible in this Bill to assimilate the items in the Tariff Schedule to the 991 items in this framework. It was considered that to do so would necessitate changes of substance which would be unjustified in what was intended to be a purely consolidating measure which made no change in the existing law. But it had been possible without making any change of substance to adopt the 21 sectional headings with one subsidiary section for "Articles not otherwise specified" and to group the existing items in the Tariff Schedule under the 86 chapters of the framework, adopting the numbering of these chapters but not their headings.

Government were thus enabled to take advantage of the logical scheme of classification of commodities evolved by a body of experts. There were obvious advantages in framing the tariff on a model which was likely to be universally adopt-

ed, not the least being the fact that familiarity with the British Indian Tariff Schedule would enable Indian commercial interests to understand the tariffs of other countries. Subsequent changes in the Indian Tariff Schedule would not have the effect of producing increased divergence. On the contrary, it would be possible, by using the framework as a guide when alterations were being made, to approximate more and more to the League of Nations scheme.

After consulting the Import Sub-Committee, the Committee in addressing the European Group, Indian Central Legislature, stated that this was a much needed Bill and expressed a hope that it would be passed into law as expeditiously as possible. The Committee presumed, however, that the Department of Commercial Intelligence and Statistics would continue to publish the "Indian Customs Tariff" reproducing the tariff schedule in its new form and detailing the articles for which the Government of India had fixed tariff values. As the items in the new schedule were not, and could not, be arranged alphabetically, the Committee considered that a comprehensive index should be appended to the Indian Customs Tariff as was done formerly. The Committee expressed a hope that the European Group would impress on the Government of India the necessity for the continuation of the publication of the Indian Customs Tariff with an index.

The Committee were subsequently informed through the European Group, Indian Central Legislature, that the Director General of Commercial Intelligence and Statistics had intimated that it was Government's intention to continue to publish the Indian Customs Tariff with a comprehensive index.

The Bill was passed by both Houses of the Legislature and received the assent of the Governor-General on the 8th

September 1934 (Act No. XXXII of 1934). It came into force on the 1st January 1935.

VEGETABLE PRODUCT.

Tariff Classification.

Towards the end of May 1934 the Director General of Commercial Intelligence and Statistics asked for the views of the Chamber on a proposal that was to be brought forward for consideration at the time of the annual revision of tariff valuations in November 1934, for the amendment of the tariff classification notified under Government of India, Commerce Department, Notification No. 73-T (9) 33, dated the 16th December 1933, by the deletion of the head Vegetable Product (excluding hardened Cocoanut Oil).

The Committee carefully considered the proposal in consultation with members interested and replied that in view of the fact that—(*a*) the proposal was tantamount to the removal of a measure of protection under the shelter of which a local industry had developed in India during the last few years ; (*b*) protection was also granted to that industry recently by the Legislature against imports of hardened whale or fish oil at a time when protection already existed through the high tariff valuation fixed in respect of imported vegetable product, the Committee were of the opinion that the removal of the latter protection should be effected by an Act of the Legislature and not by executive action on the part of the Department of Statistics. In the circumstances the Committee were unable to express an opinion on the proposal under reference and they suggested that the orders of the Government of India be obtained in the light of the considerations set forth above.

The Director General in reply pointed out that tariff values were never manipulated for the purpose of affording

indirect protection, unsanctioned by the Legislature, to a local industry. These values were based mainly on the weighted average of the market prices ruling during the previous twelve months (October to September) and they aimed at prescribing for levy of import duty during the succeeding year an approximate mean for all India of the rates at which the specified articles would probably sell in the several markets. It was open to the Governor-General in Council to increase or decrease the list of tariff-valued articles and to alter their values by notification at any time if he was satisfied that they required change either from the point of view of Government revenue, in that they were too low, or of the importers' because they were too high. The "vegetable product" industry in India was not at the moment a protected industry and the question of "the removal of a measure of protection" to a local industry by the deletion of the tariff valued head "vegetable product (excluding hardened cocoanut oil)" did not arise. This deletion had been suggested simply because in view of the very considerable reduction in the imports of "vegetable product" it was considered unnecessary to retain a tariff value for the purposes of levy of import duty, or for the convenience of the importers. The dropping of the tariff value for "vegetable product" did not in any way modify, in particular reduce, the rate of import duty sanctioned by the Legislature.

In replying to the Director-General the Committee made it clear that they were not in any way concerned to represent the case of the Vegetable Product Industry. They were solely concerned to point out that the proposal to do away with a tariff valuation for Vegetable Product would in fact result in a disturbance of the conditions and considerations which existed at the time of passing Act No. I of 1934. By

that Act a specific duty of Rs. 10 per cwt. was imposed on imports of Hardened Whale and Fish Oil and at the time of the imposition of that duty the rate of duty on imported Vegetable Product was 25 per cent. on a tariff valuation of $4\frac{3}{4}$ as. per lb. The removal or lowering of the existing tariff valuation would automatically give a stimulus to imports of Vegetable Product and the effect of the duty on hardened whale oil would be nullified. It was not disputed that the existing tariff valuation on Vegetable Product was too high, and in the normal way the Committee would be prepared to agree at once that the case for a tariff value for Vegetable Product no longer existed. But in the face of the above-mentioned facts relative to an Act so recently passed it did not appear to the Committee possible to ignore the special consequences which would follow in this particular case and they pointed out that the purpose of their letter was a desire to ensure that this aspect of the question had not been overlooked. The Committee thought that it would be admitted that the point was unusual and on that account of some interest.

In acknowledging receipt of the above letter, the Director-General of Commercial Intelligence and Statistics pointed out that in the event of the tariff valued head for vegetable product being retained the tariff value suggested for this head would be revised, with all other tariff values, on the basis, mainly, of the average prices ruling during the twelve months October 1933 to September 1934. He suggested that if any members of the Chamber who might be interested in the Vegetable Product Industry in India, considered that the local industry required protection against imports of vegetable product, they should address the Secretary to the Government of India in the Department of Commerce on that subject.

This Chamber was at the same time asked by the Associated Chambers of Commerce of India whether it approved of a suggestion of the Upper India Chamber that the Association should protest to the Government of India against the proposed deletion of the tariff valued head of vegetable product and should urge the retention of the tariff value at its existing level.

In the meantime the Committee discussed the matter informally with the Director-General of Commercial Intelligence and Statistics in person and requested him to retain the tariff valued head for vegetable product on the basis of the average market prices ruling during the twelve months October 1933 to September 1934, provided the material existed for such a valuation. Subject to the fulfilment of this proviso Dr. Meek was understood to agree to this course in view of the convenience admittedly afforded by the method of tariff valuations to both the trade and the Customs authorities.

In informing the Associated Chambers to this effect the Committee expressed their regret that they could not support a representation on the lines suggested by the Upper India Chamber and added that it appeared that the industry had no alternative but to apply for an enquiry by the Tariff Board.

The Committee were subsequently informed by the Associated Chambers that the Director-General of Commercial Intelligence and Statistics had, after discussion with the Bengal and Bombay Chambers, agreed to retain the tariff valuation of vegetable product in the schedule for the year 1935 on account of the fact that a fair quantity of this product had been imported. Having regard to this position it was not proposed that the Associated Chambers should take any further action in the matter.

The tariff valuation for the year 1935 was fixed at 4 annas 9 pies per pound.

RAW SILK.

Tariff Classification.

In September 1934 the Director-General of Commercial Intelligence and Statistics informed the Chamber that it was proposed to revise the classification of the various tariff valued descriptions of raw silk in the manner shown below :—

Silk, raw :—

Waste products, including Duppion, all kinds.

Hand (native) reeled silk.

Raw silk, all other sorts.

The Director-General asked for the views of the Chamber on the proposal.

After consulting the Import Sub-Committee and members interested the Committee informed the Director-General that they had no views to express.

UMBRELLA RIBS.

Tariff Classification.

(*See Report* 1933, *page* 170).

In the Chamber's Report for 1933, it was noted that in the Indian Customs Tariff for 1934 the following classification of umbrella ribs had been adopted :—

Umbrella ribs other than nickelled, brassed, fluted or metal tipped—

Solid Flexus, all sizes—	
From Japan	Tariff value per dozen sets of 8.
From other countries	
Solids, 23, 25 and 27 inches—	
From Japan	Tariff value per dozen sets of 12.
From other countries	

Solids, 16, 19 and 21 inches—

From Japan	Tariff value per dozen sets of 8.
From other countries	

In June 1934 the Director-General of Commercial Intelligence and Statistics informed the Chamber that it was proposed to sub-divide the head "Solid flexus, all sizes" in the following manner :—

Solid Flexus, 23, 25 and 27 inches—

From Japan	Tariff value per dozen sets of 8.
From other countries	

Solid Flexus, 16, 19 and 21 inches—

From Japan	Tariff value per dozen sets of 8.
From other countries	

After consulting the Import Sub-Committee the Committee informed the Director-General that they had no objection to the proposed amendment of the head "Solid Flexus umbrella ribs, all sizes."

ISINGLASS AND CYCLE TYRES.

Tariff Classification.

In August 1934, the Director-General of Commercial Intelligence and Statistics asked for the views of the Chamber on the following addition and alteration which it was proposed to make in the existing tariff value heads :—

(*a*) To fix a tariff value for Isinglass ;

(*b*) To add the word "pneumatic" to the tariff valued head "Cycle tyres from Japan and the Far East."

After consulting the Import Sub-Committee and members interested the Committee informed the Director-General of Commercial Intelligence and Statistics that in regard to the proposal to fix a tariff value for Isinglass they understood that the market value of the best English Isinglass (used in the textile industry) was Rs. 7-5 per lb., while the bazar

retailed Isinglass in small quantities for edible purposes at Rs. 8 per lb. It was believed, however, that much of the trade in Isinglass was with the Far East at prices about half the above level. The Committee thought that it might therefore be necessary to fix two tariff values for Isinglass according to the country of origin.

The Committee approved of the proposal to qualify the existing tariff valued head " Cycle tyres from Japan and the Far East " by the addition of the word " pneumatic."

ROSE NAILS.

Tariff Classification.

(*See Report* 1933, *page* 166).

In May 1933 the Director-General of Commercial Intelligence and Statistics asked for the Chamber's views on a proposal to alter the tariff head " Nails, rose, deck and flat-headed " to " Nails, rose and deck."

After consulting the Import Sub-Committee the Committee informed the Director-General that, so far as Bombay was concerned, there did not appear to be any objection to the proposed amendment.

SOLID RUBBER TYRES FOR CARRIAGES AND RICKSHAWS.

Tariff Valuation.

In August 1934 the Director-General of Commercial Intelligence and Statistics informed the Chamber that it was proposed to fix a tariff value for tyres for carriages and rickshaws with effect from next year and asked for the Chamber's views on the subject.

After consulting the Import Sub-Committee and members interested the Committee informed the Director-General that as the matter presented difficulties which made it impracticable for the Committee to formulate their views in advance of his annual visit to Bombay in connection with the revision of the tariff valuations, they proposed to leave the matter for discussion at his next visit.

The question was discussed with the Director-General when he visited Bombay in November 1934 and the tariff valuation for 1935 was fixed at 7 annas 6 pies per pound.

RE-ENTRY INTO INDIAN PORTS OF DYED YARN PRODUCED FROM INDIAN GREY COTTON YARN.

In August 1934, the Associated Chambers of Commerce of India asked for the views of this Chamber on a suggestion of the Tuticorin Chamber that the Government of India might be approached for an amendment of the Indian Sea Customs Act on the lines of the British Import Duties Act, 1932, with a view to providing facilities for the re-importation into India of goods exported from India for the purpose of undergoing a process of dyeing in Great Britain.

The Committee in reply stated that they were in favour of the principle underlying the proposal. They noted, however, that the Tuticorin Chamber laid particular stress on the re-importation of dyed Indian grey cotton yarn from the United Kingdom. The Committee pointed out that sight should not be lost of the fact that any amendment of the law in the direction indicated would presumably affect all articles which might be exported for processing to any country, and this put a somewhat different complexion on the proposal. As far as the Committee were aware no general

desire had hitherto been expressed for an amendment of the law for the purpose stated and they felt therefore that it would perhaps be better if the Tuticorin Chamber were first to address the Government of India themselves on the subject and then if necessary approach the Associated Chambers.

In September 1934 two members of the Chamber addressed the Committee with reference to the above mentioned letter and asked that the matter might be re-examined as they considered that the attitude of the Committee towards the proposal was wrong.

The Committee, after a careful re-consideration of the question, informed the members that they were unable to agree that their previous attitude was wrong and pointed out that they did not actively support the proposal but preferred that it should first be considered as one of local interest in Tuticorin. The "principal underlying the proposal," with which the Committee expressed agreement, was that embodied in Section 14 of the English Import Duties Act, 1932, under which goods re-imported should be chargeable with duty as if the amount of the increase in the value of the goods attributable to the process were the whole value thereof. This duty, in the case of dyed yarn, would be not merely on the cost of the dyes, but on the whole cost of the dyeing process abroad plus freight and insurance, *i.e.*, on the total of the increase in value. There could therefore, in the opinion of the Committee, be no question of the principle involved amounting to the import of dyes free of duty as had been suggested. The Committee also pointed out that their support to the principle would cover all articles sent out of India for processing and not merely yarn for dyeing. Furthermore the Committee were also not satisfied

that once yarn had been dyed it was impossible for anyone to say whether it was of Indian or of foreign origin. That this was possible was implicit in the proposal.

The above points appeared, however, to be largely of academic interest if, as the members maintained, the proposal was commercially impracticable and it would seem to be only a question of a very short time before it was dropped. It appeared to the Committee to be inherent in the proposal that to make export for processing feasible there must be some advantage, financial or otherwise, to the exporter, and even if the proposal were accepted it was highly improbable that Indian yarn would be exported for dyeing in Great Britain on the assumption that the facts were as stated. The Committee expressed a hope that in the light of the foregoing the members would be disposed to agree that their support to the general principle was neither injurious to importers of dyes nor to the Indian industry generally. The Committee forwarded to the Associated Chambers of Commerce of India a copy of the letter addressed to the members in question and requested that it might be taken as an amplification of the views previously expressed.

The Chamber was subsequently informed that the President of the Associated Chambers was of opinion that the support extended to the proposal to amend the Indian Sea Customs Act on the lines of the Home Import Duties Act, 1932, was hardly strong enough to justify representations to the Government of India in the matter, although he also felt that the question should not be dropped entirely, and he had decided to request, in the first place, the Tuticorin Chamber to take up the matter direct with the Government of India, as one of local interest to Tuticorin, on the understanding

that the position would be considered by the Chambers, if necessary, on receipt of the Government of India's reply.

SEA CUSTOMS (AMENDMENT) BILL.

DRAWBACK ON GOODS TAKEN INTO USE BETWEEN IMPORTATION AND RE-EXPORTATION.

The European Group in the Central Legislature asked for the views of the Chamber on a Bill that was introduced in the Legislative Assembly on the 29th January 1934 for the purpose of amending the Sea Customs Act, 1878. Under section 42 of the Sea Customs Act, 1878, a drawback of seven-eighths of the customs duty paid on goods on importation was repayable at the time of re-export of the goods subject to certain conditions. This provision was originally intended to apply to merchandise imported for sale in order that goods remaining unsold in this country might be sent for disposal in other markets without the handicap of a tax. In practice, however, the concession was allowed even in respect of goods which had passed into use after import in violation of the ordinary accepted principle that customs duty is a tax on consumption. In many cases, *e.g.*, cars and cinematograph films—the goods spent much or most of their useful life in this country within the period allowed before re-exportation under claim for drawback.

The Government of India had long felt that the grant of drawback on used goods was wrong in principle and they decided that the payment of such drawback should be discontinued except in special cases to be prescribed by rules made in this behalf. The object of this Bill was to amend the Sea Customs Act so as to give effect to this decision. In the view of the Governm nt of India, the legislation contemplated by the Bill had become pressing as a result of

certain circumstances that had arisen, *e.g.*, the increasing inducement now afforded by the considerable enhancement in the rates of customs duty in recent years and the demand for prohibition of drawback on exposed cinema films on their re-exportation.

In replying to the European Group the Committee stated that they were of opinion that the principle embodied in the amendment was reasonable and that the Bill might be supported. They added, however, that while the proposal appeared reasonable as regards motor cars, cinematograph films and other articles which were taken into use after import and were then sent out of the country again purely as a matter of convenience, hardship might be caused in certain cases. For example, if an individual had occasion to import an expensive camera or radio set or if a firm imported costly machines or scientific instruments and these, when put to use, proved so faulty or unsuited to their purpose that they had to be returned to the country of export and replaced by others, it would be a serious additional expense if drawback were disallowed. Possibly these and similar cases would receive consideration when the rules were formulated under section 2 (3) of the Bill, but the Committee considered it desirable to draw attention to the point at once.

The Bill was passed during the August 1934 session of the Legislative Assembly after Sir Leslie Hudson had moved a short amendment calling for previous publication prior to enforcemen of any Rules framed by Government. This would enable anyone who had any objections, criticism or representation to put forward to any proposal of Government to make sure that such representation would have consideration.

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"SHAHI" ALLOWANCES ON IMPORTED PIECEGOODS.

In January 1934, a member informed the Chamber that he had been fined by the Assistant Collector of Customs for insufficient declaration of value of white cotton shirtings because the Appraiser refused to entertain the Shahi allowance duly recorded in the sales note of the dealer on which the assessment was based. The member enquired whether, in the opinion of the Committee he would be justified in appealing to the Collector of Customs against the imposition of the fine.

After consulting the Import Sub-Committee, the Committee informed the member that strictly speaking "Shahi" was an unofficial allowance or discount which was not granted as a general rule in market transactions and had no bearing on rates like the customary market discounts which had to be allowed by sellers generally. The Committee were of opinion therefore that the Assistant Collector was correct in his attitude as "Shahi" did not affect market rates but was allowed by a dealer irrespective and independently of market rates.

The Committee added that if the member decided to appeal against the imposition of the fine, they would be glad to learn the view taken by the Collector of Customs.

CUSTOMS SUNDAY WORKING FEES.

(*Report* 1924, *Vol. I, page* 210; 1932, *page* 166; 1933, *page* 176).

As was mentioned in the Chamber's Report for 1933 the Central Board of Revenue had decided to authorise Collectors of Customs, for a period of six months, to report specific instances in which they considered that substantial

hardship was caused by the operation of the rule regarding the levy of the Customs penalty fee for steamers working on Sundays.

In February 1934, the Central Board of Revenue informed the Associated Chambers of Commerce of India that the Board had reviewed the various cases reported by Collectors of Customs in which they considered that hardship was caused by the operation of the existing rules regarding the levy of penalty fees. In the light of these cases the Board decided that no penalty fee should in future be levied in the case of vessels which were compelled to work on Sundays or close holidays for their own safety. The Board added that they had already exempted the P. & O. Mail steamers from the payment of penalty fee when they were required to work in Bombay port on Sundays or close holidays in order to leave the port within 24 hours of their arrival in fulfilment of the terms of the mail contract. In forwarding the Chamber a copy of the above letter the President of the Associated Chambers intimated that he would be glad to receive any comments the Chamber might desire to submit.

In reply the Committee stated that they did not consider the matter should be pressed any further at that stage. The Associated Chambers however again addressed the Central Board of Revenue on the subject and enquired what was the precise interpretation to be placed on the expression "for their own safety." The Association also stated that in cases where ships had, in the past, been charged penalty fees in circumstances in which such fees would not be charged in future there appeared no reason why a refund of the fees previously charged should not be made.

The Central Board of Revenue in reply explained that the words "for their own safety" were intended to cover

cases where vessels, owing to springing a leak or to damage caused by collision, were compelled to discharge cargo in order to ensure their own safety. The Board added that Sunday work necessitated by the exigencies of the port could not be exempted from the payment of the penalty fee and that where a fresh exemption had been granted retrospective effect could not be given to it.

In September 1934 the Hongkong General Chamber of Commerce forwarded to this Chamber for information a copy of a letter they had addressed to the Colonial Secretary, Hongkong, urging the abolition of the levy of fees for permission to work cargo on Sundays, or, if this were not feasible, the amendment of the system so as to allow vessels to take out part-day Sunday working permits on payment of fees as follows :—

Midnight to 6 a.m.—one quarter of the standard fee.
6 a.m. to 6 p.m.—one half of the standard fee.
6 p.m. to midnight—one quarter of the standard fee.

Subsequently the Chamber was informed that the Hongkong Government had approved the latter suggestion for a period of one year as from 1st January 1935.

In December 1934 this Chamber was asked by the Associated Chambers of Commerce of India whether it was agreeable that representations should be made by the Association to the Central Board of Revenue urging the introduction of a scale of fees for Sunday working in Indian ports similar to that which was being introduced in Hongkong from 1st January 1935.

After consulting the Shipping & Export Sub-Committee of the Chamber the Committee informed the Associated Chambers that they had no objection to a representation being made to the Central Board of Revenue on these lines.

SEA CUSTOMS ACT, SECTION 30.

(*See Reports*, 1932, *page* 155; 1933, *page* 102).

As was mentioned in the Chamber's Report for 1933 the following resolution was adopted at the annual general meeting of the Associated Chambers of Commerce of India held in Calcutta in January 1933 :

"This Association invites the attention of the Government of India to the increasing tendency of the Customs authorities to assess goods to duty on "market values" under Sub-section (*a*) of Section 30 of the Sea Customs Act rather than on "landed cost" under Sub-section (*b*), and is of opinion that Customs Officers should be instructed to exercise the greatest care to ensure that Sub-section (*a*) shall be applied only in the case of staple articles the prices current for which if not a subject of daily publication in the press, are generally known, and readily ascertainable."

The terms of this resolution and a copy of the report of the discussion which preceded its adoption were duly forwarded to the Government of India, Central Board of Revenue. A reply dated the 10th July 1933 was in due course received by the Associated Chambers from the Secretary, Central Board of Revenue, to the effect that after making enquiries into the matter, the Board had been unable to find any increasing tendency of the Customs authorities to assess goods under Section 30(*a*) of the Sea Customs Act. Care was always taken to ensure that Sub-section (*a*) was applied only to articles the prices current for which were generally known and readily ascertainable. The Board added that nothing could be more readily ascertainable than the wholesale catalogue prices of local distributors of established brands of proprietary goods.

In addressing the Commerce Department of the Government of India on the subject in June 1934 the Committee stated that it could not be denied that wholesale catalogue

prices were readily ascertainable but, as a reference to the speech of the mover of the resolution would show, it was precisely against a too free use of this basis of assessment that protest was directed. It was contended that such wholesale catalogue prices did not necessarily constitute the "real value" within the meaning of Section 30 of the Sea Customs Act. The Committee were firmly convinced that their view on that point was correct.

In the Privy Council judgment referred to by the mover of the resolution the real value was defined as a price "conservative in its every aspect and free in particular from any loading for any post importation charges incurred in relation to the goods." The Committee contended that if a a local distributor published lists showing the prices at which he was prepared to sell certain goods in wholesale quantities it was not correct to take such wholesale cash prices less duty paid as the " real value " for the purpose of assessing similar goods to duty. The prices so published very frequently included considerable post-importation charges, *e.g.*, in respect of storage insurance, interest provision for breakage, depreciation, etc., which should also be deducted to arrive at " the price for goods as they were both at the time and place of importation."

The Committee considered the reply of the Central Board of Revenue highly unsatisfactory inasmuch as it appeared merely to evade the issue and added that in view of the uncompromising attitude of the Board they did not at the time desire to press the matter further through the Associated Chambers. They preferred to wait until they had collected further evidence from members of the Chamber of what the Committee considered the incorrect application of Section 30(*a*). The evidence collected by the Committee showed

conclusively that certain importers were being unfairly assessed through the incorrect application of Section 30(*a*).

The Committee recognized that since the Central Board's letter of 10th July 1933 was written the matter had been carried a stage further by the order of the Government of India, dated 9th April 1934, on Customs Revision Application No. 30 of 1934 which, through the courtesy of one of their members the Committee of the Chamber had been privileged to see. This case was typical of those which they had in mind in claiming that Customs duty was incorrectly assessed under Sub-section (*a*) of Sec. 30 of the Sea Customs Act. In the face of this order, beyond which, unless the Government of India admitted that there was a point of law involved, there was no further appeal, it would in normal circumstances be considered useless by the Committee to continue to press their point of view. But the Committee in this instance were constrained to remark that they were not satisfied that the Government of India had considered the question of the correct interpretation of Sec. 30 in all its aspects and they again submitted their view of the case in the hope that the Government of India would undertake a re-examination of the question in consultation with their legal advisers in the light of the intentions of the framers of the original Act, and of the effect in modern conditions of that interpretation which they had hitherto upheld.

The point at issue was whether "real value" as defined in Sec. 30 of the Sea Customs Act should, or should not, cover post-importation charges. The Committee's whole case was that it should not, although they recognised that in the case of goods sold by the system of open marketing such as wheat, cotton, etc., where post importation charges represented probably only a small fraction of the whole price the point

was of no great importance. But the application of the basis of assessment on " wholesale cash prices " to other goods including proprietary articles and goods which, often by reason of expenses incurred in this country after importation, had established for themselves a special goodwill, led to a position which was highly upsetting to trade in general and damaging to individual traders' interests.

In the first place in cases where an established market existed for particular goods in some, but not in other ports, it led to a different basis of assessment for the same goods at different ports. This on Customs grounds alone, the Committee submitted, was sufficient to condemn the Government of India's interpretation of the section. The inevitable result of a different basis of assessment in different ports was a diversion of trade and markets from one port to another for reasons other than economic. The Committee had evidence to show that this purely artificial diversion of trade was an actual fact and not an idle fear.

Furthermore, it often happened that wholesale rates obtained for one variety of goods or article and not for others at the same port. In assessing the better known article under Section 30(*a*) the Government were penalizing the enterprise of the owner of the well known brand by including in the price assessable to duty not only post-importation charges but also the cost of establishing the brand represented in the extra price which the market was prepared to pay for it. The Committee were particularly anxious that the Government of India should recognise this fact. They contended that the intention of the framers of the Act was to give the two sub-sections equal force and value and that sub-section (*a*) was placed first as a protection to honest traders against false invoices. That the danger of false invoices remained the Committee did not deny, but they took the view that the

honest trader was never intended to be, and should never be, penalized to protect Government's revenues from the depredations of the dishonest. Circumstances had changed with the times and the Committee considered that the time was overdue for recognition by Government that Section 30(*a*) which was intended to be a protection to trade, was now being used by Government themselves in a manner which had the reverse effect.

There was another most serious aspect of the matter which was that Government's interpretation of Section 30 was the cause of serious diversion of trade to the ports of Native States. Mr. V. Foxwell Gray of Delhi in a d/o letter to the Finance Member of the Government of India had pointed out that owing to the more lenient appraisement prevalent in Kathiawar it paid up country merchants to import goods *via* those ports. Mr. Gray suggested that the Sea Customs Act should be amended so that duty was charged on the actual cost price of the goods to the importer, and he contended that if this were done Bombay would recover a large portion of its import trade and the Government of India the Customs revenue they were at the moment losing. The Committee stated that they were not so much concerned, in this representation, to stress the loss of trade to Bombay, which was only one resulting factor from a main cause—and it was their desire to avoid any suggestion from any quarter that their general attitude on the question of Section 30 was prompted by diversion of trade from Bombay. Force was added to Mr. Gray's argument by the fact that not only were up country merchants diverting their trade from Bombay, but firms and companies established in Bombay itself were being compelled by the application of Sub-section (*a*) of Section 30 in Bombay to transfer their import business to Kathiawar ports, although they would far prefer to retain the business under their

direct supervision and at the same time enjoy the incomparably greater facilities offered by the port of Bombay. The Committee stressed the fact that there were no skilled appraisers in Native State ports and the result was that all goods were automatically assessed on invoice value under Section 30(*b*). The Committee noted that just before his departure from this country the late Finance Member made several references to this question of trade diversion, and further evidence that the Government of India were alive to the gravity of the danger was furnished by the appointment of a special officer to enquire into it on the spot. The Committee had the advantage of an informal discussion with Mr. Nind during his visit to Bombay and they believed they were able to convince him that the interpretation hitherto placed by the Government of India on Section 30 was an important factor in the question.

The 'place' and time of importation were of importance in establishing the value on which goods were assessed. It could be argued that the landed cost was in fact, the only true value if full account were taken of the 'place' of importation and the market, elsewhere than at the quay side, in which the article subsequently acquired a sale value. However, in re-stating their case as above the Committee did not enter into any discussion of the legal aspect of the case as they understood Government's case to be that any other interpretation of Section 30 than the one they were applying would involve an amendment of the Sea Customs Act. The Committee urged that the real question for decision was what should be the fair and equitable basis of assessment for goods to Customs duty and they asked Government in all seriousness not to regard the matter solely from the legal aspect but to decide what in all the circumstances of the present day should constitute "real value" for the purpose of assessment

to Customs duty and thereafter to take such steps as were necessary to make this view of real value effective.

Subsequent to the despatch of the above letter to the Commerce Department of the Government of India a case was brought to the notice of the Committee which in their opinion was a flagrant instance of the wrong and unfair use of Section 30 (*a*). It was clear from the details of the case that the Customs authorities were free to fix the wholesale cash price at any wholesale price which they were able to establish in any transaction subsequent to importation, irrespective of the wholesale cash price at which the goods were in fact sold by the importer himself at the time and place of importation.

In bringing this case to the notice of the Government of India the Committee stated that they did not at the moment desire to discuss whether the law, as it stood, justified the attitude of Government. What they were concerned to point out was that trading became well nigh impossible on such a basis of assessment. A merchant contracted to sell goods to a dealer at a certain price and he estimated the duty he would have to pay accordingly. On landing the goods he was called upon to pay duty on a totally different basis which had no relation to the transaction with which he was concerned and on which alone he could base his costs. It was obvious that in such conditions importers were exposed to the risk of incalculable losses.

The Committee expressed a hope that Government would expedite consideration of this Chamber's letter of the 12th June 1934 in which the Committee's view of this important matter was fully dealt with and they suggested that if Government did not consider an amendment of the law expedient at the present stage they might at least be pleased

to issue notes of instructions to Collectors of Customs for their guidance in interpreting such terms as "real value" and "wholesale cash price."

The Committee also took the opportunity of the visit to Bombay on the 31st October 1934 of Mr. A. J. Raisman, C.I.E., I.C.S., Member, Central Board of Revenue, to discuss the question fully with him. Mr. Raisman promised to re-examine the question.

The following resolution was moved on behalf of this Chamber and adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta on the 17th and 18th December 1934 :—

"In view of the large proportion of the landed cost of many imports now represented by Customs duty, it is urgently necessary that the basis of assessment in all British Indian ports and in all Maritime Indian States shall be uniform. This Association, therefore, urges Government to take early action with a view to the administration of the Sea Customs Act in such a manner as to ensure that imported goods, subject to *ad valorem* assessment and assessed under section 30 sub-section (*a*) shall be so assessed on a wholesale cash price no greater than that at which they are first sold, or are capable of being sold at the time and place of importation."

SECTION 32 OF THE SEA CUSTOMS ACT.

(*See Report* 1933, *page* 104).

It was mentioned in the Chamber's Report for 1933 that the Committee had asked the Central Board of Revenue for and authoritative ruling on the question of the application of section 32 of the Sea Customs Act and enquired what interpretation the Board placed on the law in this respect. The Committee also asked that they might be furnished with the Board's reasons for any view they might express.

The Central Board of Revenue in reply stated that the second paragraph of section 32 empowered a Customs Collector in certain circumstances either to determine to retain goods for the use of Government or to deliver them on payment of duty according to the entry of the owner. The circumstances in which such an option arose were clearly stated in the same paragraph. It could only arise when, having decided to detain the goods, the examining Customs Officer had given notice in writing to the owner of such detention. In no other, circumstances had the Customs Collector the right to retain the goods for the use of Government or the owner to claim that either the goods should be taken over or his valuation should be accepted.

The Central Board of Revenue added that the first paragraph of section 32 did not place any obligation on the examining officer to detain goods when he was dissatisfied with the declaration. The word used was "may," not "shall," and any other interpretation would render section 167 (37) nugatory in so far as misdeclarations of value were concerned. It was always open to the Customs Collector to give the owner an opportunity to amend his declaration under section 201 or to assess the duty under section 87 on what he deemed to be a proper value. In either event he might also if he thought fit take action under section 167 (37).

The Central Board of Revenue accordingly could not accept the view of the Customs Collector's obligations except in so far as they related to goods in respect of which written notice of detention had been given to the owner.

After consulting the Import Sub-Committee the Committee forwarded the following reply to the Central Board of Revenue :—

"I am directed to refer to your letter of 7th February 1934 in which, in response to my Committee's request, you are good enough

to explain the point of view of the Central Board of Revenue in regard to section 32 of the Sea Customs Act. You state that in the opinion of the Board section 32 does not place any obligation on the examining officer to detain goods when he is dissatisfied with the declaration, and that any other interpretation would render section 167 (37) nugatory in so far as misdeclarations of value are concerned. You add that it is always open to the Customs Collector to give the owner an opportunity to amend his declaration under section 201 or to assess the duty under section 87 on what he deems to be a proper value and that in either event he may, if he thinks fit, take action under section 167 (37)."

2. The point is explained at somewhat greater length in a letter (No. A/8997 of 1933) addressed to an importer by the Assistant Collector of Customs, in charge Appraising Department, Bombay, of which the following is an extract:—

> 'With regard to paragraph 3 of your letter under reply, I have to point out, that your reading of section 32 is not correct. Section 87 of the Sea Customs Act lays down that on the delivery of a Bill of Entry for any goods, the duty leviable on such goods shall be assessed and, under section 89 of the Act the owner cannot clear and remove the goods until the duty so assessed under section 87 has been paid. Under section 167, clause 37 (*c*), if the value of any goods has been misstated, such goods are liable to be confiscated and the importer is liable to a penalty. Section 32 of the Sea Customs Act begins "If it appear.....such officer *may* detain such goods, etc., etc." It follows therefore that it is not incumbent on the Customs Collector to take action under section 32 of the Sea Customs Act. It is open to him to proceed under section 167, clause 37 (*c*) of the Act in respect of goods which appear to him to have been undervalued. When action is taken under section 167, clause 37 (*c*), the Customs Officer assesses the goods to duty in accordance with his finding of the true value under section 87 of the Sea Customs Act, corrects the declared value and extra duty is demanded without calling upon the importer to amend his declaration. If the duty so assessed is not paid, section 88 operates. Not only that but the Government of India have ruled that action under section 167, clause 37 (*c*) of the Sea Customs Act is not barred even in the case in which goods are taken over under section 32.'

3. It is clear from the above that the Customs hold—and in this they are apparently supported by the Central Board of Revenue—that section 32 is purely permissive, and that the importer has no rights under this section at all unless the Customs Authorities actually invoke the section at the time of detaining the goods. It appears to my Committee, however, that the Assistant Collector's letter has no regard for the very obvious intention of the section, *i.e.*, to provide for a ready test in case of differences of opinion between assessor and assessee. In the opinion of my Committee this letter is an illustration of how in the course of time administrative practice will override the law, if the public are not prepared to stand up for their rights. My Committee consider that the Customs contention is bad in law for the following reasons :—

It is elementary that in any legal enactment each word or provision must be given its full force and effect. Redundancy is not to be presumed. Therefore section 32 must be given its full force and effect. Moreover when in an enactment a special as opposed to a general procedure is provided the special procedure is to be preferred.

Chapter V is headed 'Levy of, and Exemption from, Customs Duties.' Section 32 occurs in Chapter V. Chapter IX is headed 'Of discharge of cargo and Entry inwards of Goods.' Section 87 occurs in Chapter IX. Section 87 does not provide the manner in which goods shall be assessed. It merely states 'the duty if any leviable on such goods shall be assessed.' Assessment must depend upon rates leviable. Chapter V deals with the method of assessment or levy. Section 20 in Chapter V, begins :—

> 'Except as hereinafter provided customs duties shall be leviable at such rates as may be prescribed, etc.'

Section 31 occurs in Chapter V. It describes how *ad valorem* goods shall be assessed. Section 32 must be read with section 31. The marginal note to section 32 reads Procedure when such goods are undervalued.' A special procedure is provided in section 31 for *ad valorem* goods when they are properly valued and in section 32 when they are not properly valued. These two sections must be read with the sections which follow and so far as they provide a special procedure for special goods must be deemed to exclude the application of subsequent and more general provisions. If the value stated in the bill

of entry is not accepted as correct section 32 offers an alternative which the Customs officials may adopt, but if not adopted section 31 prevails.

To allow sections 87 and 88 to prevail would render section 32 redundant for action could always be taken under section 88. Section 32 does not contemplate the use of the goods retained but their sale by auction (see third paragraph), but section 88 also contemplates sale by auction (see first paragraph). The two sections, sections 32 and 88, must therefore be intended by the Legislature to operate independently of each other, if section 32 is not to be deemed redundant and in practice to be rendered nugatory, and they must be deemed mutually exclusive. Section 32 applies to *ad valorem* goods undervalued and section 88 does not.

4. But apart from these legal arguments, my Committee feel they must take a stand on the ground of practical considerations. The matter is of the first importance to the importer for if the Customs interpretation is accepted there will be nothing between him and the arbitrariness of the Customs appraisers, except an appeal to the Central Board of Revenue and this latter procedure is a very unsatisfactory one from the point of view of the ordinary importer. The Central Board of Revenue are doubtless aware that under the present system of appraising, particularly in the piecegoods trade, thousands of cases occur every year where there is a genuine difference of opinion between the appraiser and the importer as to the real value under section 30 (*a*). The mechanism obviously intended by the Act for the settlement of disputes in appraising is section 32, and in the opinion of my Committee it is a distortion of the law to pretend that the appropriate sections are 87, which deals with the procedure of clearance and discharge and 167, which is a mere list of penalties for offences. These facts are ignored by the Central Board of Revenue, who appear to assume that wherever there is a difference between the appraiser and the importer the latter is necessarily in the wrong and is to be dealt with under purely penal clauses. It is however absurd, my Committee consider, to treat responsible importers, who have to make a dozen difficult valuations every day, in exactly the same way as a man caught in the act of smuggling.

5. My Committee are convinced that the view they have endeavoured to set forth above is good in law and equity, but they also

appreciate the position of the revenue authorities, who are obviously afraid of being taken advantage of by unscrupulous importers. It is clear that they must protect themselves against the possibility in a badly falling market of either (*a*) loss of revenue by undervaluation or (*b*) the Customs being the only buyer. At the same time my Committee contend that the trade is entitled to some safeguards against faulty appraisement on the part of the Customs. They suggest therefore that a compromise might be reached which would meet the wishes of Government and the public. If the revenue authorities could be persuaded of the justice of the Chamber's views on the ordinary procedure of determining market value, they might be prepared to issue a general instruction to Collectors of Customs that in all cases where there appeared to be a *bona fide* difference of opinion between appraiser and importer as to the correct market value under section 30 (*a*), action along the lines of section 32 should be considered appropriate. I am to add that this is more or less the attitude taken up by Collectors of Customs in the past, as will be seen from the following extract of a letter dated 23rd April 1908 addressed by the Collector of Customs, Bombay, to Messrs. Kahn & Kahn:

> "As regards your contention as to the application of section 32 of the Sea Customs Act to your case, I accept the view that the matter would have been more suitably disposed of, if the Assistant Collector had taken over your goods under section 32 at your valuation. He would however not thereby have been precluded from taking such further action under section 167, clause 37 (*c*), as the occasion might have warranted. . . . ."

I am to enquire whether a reversion to the former practice and a compromise on the lines suggested above would prove acceptable to the Central Board of Revenue, at least in so far as assessments of piecegoods are concerned."

The Central Board of Revenue in reply stated that the view of the Government of India as to the proper interpretation of section 32 of the Sea Customs Act had been formulated in the following terms:—

"Section 32 is not exhaustive and it is open to the Customs officer either to proceed under section 32 in the case of goods for which n

tariff value has been fixed or, in the case of all classes of goods, to assess the goods at the proper value or rate under section 87, the terms of, which are wide enough to include cases contemplated by section 32 The Customs officer may, at the same time, impose a penalty under section 167 (37) (*c*)."

The Central Board of Revenue stated that this authoritative ruling was binding upon the Central Board of Revenue, which was therefore not at liberty to enter into a discussion of the contentions put forward in paragraph 3 of the Chamber's letter.

The Central Board of Revenue added that in paragraph 4 of the Chamber's letter this question was discussed from the standpoint of practical considerations. The Board felt that the Chamber would agree that it would not be practical policy for the Collector of Customs to pre-empt every consignment of goods in respect of which the accuracy of the declaration of value was in doubt. Nor could the Board accept the statement of the position contained in the latter part of paragraph 4 of the letter as other than an exaggeration of the facts. That Customs officers on occasion were prone to treat *bona fide* under-valuations with undue suspicion was not to be denied, but the Board was not satisfied that the procedure provided by the law for appeal and revision did not place an adequate check on this tendency. The Chamber's statement of the case, moreover, overlooked the very frequent use made of the last paragraph of Section 32 under which amendments of *bona fide* declarations were regularly allowed without the imposition of any penalty or increased rate of duty.

It was added further that Collectors of Customs, in practice, did apply the pre-emptive provisions of Section 32 on suitable occasions and the quotation of a single letter written in 1908 could not be regarded as evidence that there had been any change in practice, nor was the Board prepared

to interfere with the discretion of Collectors in this matter. The Collectors must necessarily be the best judges of what was a suitable occasion for pre-emption, for it by no means followed that the Collector would be in a position to sell pre-empted goods by auction at a profit even though their under-valuation was beyond dispute. The Board stated that they would, however, again call the attention of Collectors to the desirability of exercising a check on the tendency referred to above.

In acknowledging receipt of the above letter the Committee informed the Central Board of Revenue that while they were unable to conceal their dissatisfaction with the position as disclosed in that letter, they appreciated the steps which the Board proposed to take in order to check the tendency which admittedly existed to treat with undue suspicion *bona fide* under-valuations.

IMPORT DUTY ON RAW ASBESTOS FIBRE.

(*See Report* 1933, *page* 157).

In June 1934, the Committee addressed the Government of India enquiring what the position was in regard to the Chamber's suggestion that raw asbestos fibre should be admitted free of duty, or at a special low rate of duty in order to remove the anomaly of a higher rate of duty being levied on the raw fibre than on asbestos manufactures. The Committee suggested that if no decision had been reached the correct procedure would appear to be for the case to be referred to the Tariff Board for examination under Government Resolution No. 38-T (2) of 28th March 1925.

The Government of India, in reply pointed out that it was open to firms or persons interested in the manufacture

of asbestos cement products to make a representation, under the Department of Commerce Resolution No. 38-T (2), dated the 28th March 1925, direct to the Tariff Board on the subject of the alleged tariff inequality.

DUTY ON ARTIFICIAL SILK PIECEGOODS

At an informal meeting with the Committee of the Chamber on the 18th January 1934, Mr. Hardy, Member, Central Board of Revenue, stated that a minimum duty on weight of artificial silk goods would be more convenient to the Customs authorities than the existing minimum duty per square yard, and asked if he might be favoured with the opinion of the trade on the point.

The question was referred to the Import Sub-Committee who, while recognising that there were advantages and disadvantages in both methods, expressed themselves in favour of the continuance of the existing method, *viz.*, a minimum duty per square yard, which was recommended by the Chamber in the evidence tendered to the Tariff Board (*vide* letter No. 1937-162 dated 3rd August 1932, answer to question No. 43 at page 335 of the Chamber's report for 1932).

Before replying to Mr. Hardy the Committee also circularised individual members of the Chamber interested in the piecegoods trade and asked for their opinion on the question.

The members who replied were almost unanimously in favour of the continuance of the existing method of assessment to duty per square yard and Mr. Hardy was informed accordingly.

IMPORT DUTY ON INFANT FOOD AND CONDENSED MILK.

(*See Report* 1933, *page* 161).

In November 1933 the Associated Chambers of Commerce of India informed this Chamber that with the exception of the Bombay and Northern India Chambers, all the Chambers were agreeable to the Madras Chamber's proposal to the effect that the Association's representation to the Government of India for a reduction in the import duty on infant foods, should be followed up by a further request for a similar reduction in the import duty on condensed milk, sweetened full cream. In view of certain particulars that had been supplied by the Burma Chamber the Associated Chambers enquired whether this Chamber would now support further representations to the Government of India.

After consulting the Import Sub-Committee and members interested in the trade the Committee in replying to the Associated Chambers stated that it seemed clear from what the Burma Chamber wrote that any reduction in duty on infant foods proper, priced at Rs. 2-7-0 to Rs. 2-9-0 per lb. would not prejudicially affect the sale of condensed milk (full cream sweetened) at 5 annas to 9 annas per tin of 14 ounces. This was the commercial aspect of the matter and it was with this that the Chambers were concerned. It appeared to the Committee that questions of malnutrition and infant welfare concerned more properly the Department of Public Health. The Committee added that in spite, however, of the doubt expressed above they would offer no objection if the other Chambers were in favour of making further representations to the Government of India for a reduction in the import duty on full cream sweetened condensed milk.

The Chamber was informed in December 1934 that the Associated Chambers had addressed the Government of India suggesting the desirability of treating infant foods and full cream sweetened condensed milk in categories by themselves for import tariff purposes and of reducing the rates of duty thereon.

The Government of India in reply informed the Associated Chambers that after giving their careful consideration to the proposals they were not satisfied that in the interests of public health in India it was necessary to grant the concessions asked for. In the circumstances the Government of India regretted they were unable to comply with the requests of the Associated Chambers.

TARIFF RATES.

INCIDENCE ON NON-PROTECTED ARTICLES.

On behalf of this Chamber the following resolution was moved at the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta on the 17th and 18th December 1934 :—

"This Association requests the Government of India to expedite the report of the departmental enquiry which is understood to be in progress regarding the incidence of tariff rates on non-protected articles, and trusts that early steps will be taken for the removal of the emergency surcharges. The Association also recommends the removal or reduction of the duty in those cases in which returns are negligible."

The resolution sought to give prominence to one of the three suggestions relating to tariffs which themselves formed part of a comprehensive scheme of planned economy adumbrated by Mr. F. E. James in the course of the Budget debate in the Legislative Assembly in March 1934, referred to elsewhere in this Report.

The resolution was unanimously adopted after being amended to read as follows :—

"This Association requests the Government of India to expedite the report of the departmental enquiry which is understood to be in progress regarding the incidence of tariff rates on non-protected articles."

INDIAN TARIFF (AMENDMENT) ACT, 1934.

Protection of minor Indian Industries.

A Bill was introduced in the Legislative Assembly on the 22nd December 1933 for the purpose of amending the Indian Tariff Act, 1894, and referred to a Select Committee. In the statement of objects and reasons attached to the Bill it was mentioned that during the past year certain Indian industries which under normal conditions could not fulfil the conditions prescribed by the Indian Fiscal Commission for the grant of substantive protection had been subject to competition of an exceptional nature which had proved a menace to their continued existence. After full consideration of the case for each of the industries concerned it was proposed to afford assistance by the imposition of minimum specific duties applicable against all countries.

In fixing the levels of the proposed minimum specific duties the following considerations had been kept in mind :— (*a*) the necessity for adequately safeguarding the Indian industry concerned, and (*b*) the desirability of avoiding as far as possible any increase in the *ad valorem* incidence of the duties on goods the competition from which did not constitute danger to Indian industries.

The Bill as it emerged from the Select Committee was amended slightly and passed by the Legislative Assembly on the 15th February 1934 ; it came into force on the 20th February 1934. (Act No. I of 1934.)

PROTECTION TO THE INDIAN IRON AND STEEL INDUSTRY.

A Bill was published in the *Gazette of India* of the 27th January 1934 for the purpose of continuing for a further period the provisions made by certain Acts for fostering and developing the Steel Industry and the Wire and Wire Nail Industry in British India. In the statement of objects and reasons attached to the Bill it was mentioned that the protection afforded to certain manufactures of iron and steel by the Steel Industry (Protection) Act, 1927, as subsequently amended, was due to expire on the 31st March 1934. Section 3 of this Act required the Governor-General in Council to cause an enquiry to be made not later than the date menioned above into the question of continued protection to the steel industry. This enquiry had been entrusted to the Tariff Board under the Government of India Resolution No. 260-T. (8) 33 of the 26th August 1933, with instructions to re-examine, at the same time, the measure of protection afforded to the industry by the Wire and Wire Nail Industry (Protection) Act, 1932, and the Indian Tariff (Ottawa Trade Agreement) Amendment Act, 1932, which were also due to expire on the 31st March 1934. The enquiry by the Tariff Board was not expected to be completed before April 1934, and consequently any further protection that it might be necessary to grant to the industry as a result of the enquiry could not come into operation immediately after the 31st March 1934, when the protection now enjoyed by the industry would expire. The Government of India considered it desirable that continuity of the protective scheme should be maintained and they were accordingly of opinion that, pending a decision on the question of further protection, if any, to be granted to the industry, the operation of the existing enactments affording protection to the iron and

steel industry should be extended for a short period. The Bill accordingly proposed to continue the existing protection granted to the industry by the Steel Industry (Protection) Act, 1927, as subsequently amended, the Wire and Wire Nail Industry (Protection) Act, 1932, and the Indian Tariff (Ottawa Trade Agreement) Amendment Act, 1932, for a further period up to the 31st October 1934.

A Bill was introduced in the Legislative Assembly on the 25th July 1934 with the object of providing for the modification and continuance of the protection afforded to the iron and steel industry in British India, and to impose an excise duty for revenue purposes upon certain steel. In the statement of objects and reasons attached to the Bill it was mentioned that the protection afforded to the steel industry in India by the Steel Industry (Protection) Act, 1927, as subsequently amended, would expire on the 31st October 1934. In accordance with the provisions of that Act an enquiry as to the extent, if any, to which it was necessary to continue protection to the industry and as to the manner in which any protection found necessary should be conferred, had been made by the Tariff Board. The present Bill sought to give effect to the protective measures recommended by the Board. The recommendations of the Board, however, involved a very considerable reduction in the level of import duties in certain important cases with a resultant reduction in the revenue derived from duties of customs. It had, therefore, been found necessary to impose an excise duty on the production of steel ingots in British India and to impose a countervailing customs duty equivalent to the excise duty on steel ingots. This countervailing duty would be additional to the protective duties recommended by the Board and alternative to the *ad valorem* revenue duties on articles in respect of which protection had not been given.

The Committee of the Chamber referred the Bill to a Special Sub-Committee consisting of Messrs. G. L. Winterbotham, A. McIntosh, L. A. Halsall, J. R. Abercrombie, J. R. D. Tata and F. S. Woodcock who submitted the following report.

Report of the Special Sub-Committee appointed to consider the Indian Iron and Steel Duties Bill.

We were appointed under Committee Resolution No. 339 of the 18th July 1934 to examine and report on the Indian Iron and Steel Duties Bill, 1934, and having carefully discussed the Bill in all its aspects beg to report as follows :—

Clause 1 (3). We are unanimously of opinion that the Act should not come into force before the 1st November 1934. On the passing of the Steel and Wire Industries Protection (Extending) Act, 1934, under which the protection to these industries was extended to the 31st October 1934, the majority of firms interested in the steel trade made their business arrangements accordingly and we consider that it is only fair that the new duties should not come into force before the above date.

Clause 2. If the need arises for the Government of India to take action under the new Sub-section 4 of Section 3 of the Indian Tariff Act, 1894 (*see* Clause 2 of the Bill), we are unanimously in favour of prompt executive action being taken but think there should be some assurance that all interests affected will be previously consulted.

Clause 4. Mr. Tata strongly opposes in principle the imposition of an excise duty and refers to the Minute of Dissent in the Indian Fiscal Commission's Report so far as it relates to excises. In particular he argues that it is wrong to impose an excise duty on the production of an industry during the period of its growth, *i.e.*, while it still requires protection, and particularly so in the case of a basic industry. He argues also that while the excise duty will operate as a fixed and perhaps permanent addition to the Industry's costs of production, there is no certainty that the countervailing duty will remain effective, as a small reduction in prices of imported steel would be enough to destroy its value, but might not be considered sufficient to justify the

imposition of off-setting duties by Government by executive action, As a result the Industry would get less than the measure of protection contemplated.

The other members of the Sub-Committee, while recognising the objectionsto an excise duty, both generally and in the particular case of the Indian Steel Industry, take the view that the revenue requirements of the Government of India make it inevitable and essential that some part of the loss of Customs duties resulting from the decline of imports owing to the protection of the Indian industry should be made good by taxation of the protected industry. They therefore support the proposal in Clause 4 of the Bill which does not offend against the principles which the Majority Report of the Indian Fiscal Commission considered should govern the imposition of excise duties. They think that the possibility of a rise in the price of imported British steel during the next seven years is just as great as that of a fall—and in either event it would seem that there would be a case for the executive action envisaged under Clause 2 of the Bill, if the rise or fall was ap preciable and sustained.

The Sub-Committee deal below with the question of the withdrawal of the normal Revenue duty on items 143 (*a*) (*i*), (not coated) and 147 (*a*) (*i*), (not coated) of the Schedule. Agreeing with Mr. Tata that there is no case for this, Messrs. Winterbotham and Halsall take the view that the amount of the excise duty should be reduced by the amount to be expected in Customs revenue from a duty of 10 per cent. on imports of these items.

Schedule Items 143 (*a*) (*i*) *and* 147 (*a*) (*i*). The Bill provides for no duty other than the countervailing (excise) duty on structurals and plates, not fabricated, of British manufacture. This is in accordance with the Tariff Board's main recommendations that the industry does not even require the protection afforded by the normal revenue duty although the general proviso immediately after the proposed schedule would seem to support revenue duties in all cases. The Sub-Committee are divided on this point.

One section holds that the provisions of the Bill should be supported for the reason that the Tariff Board came to the conclusion after careful investigation that it was impossible to assist the Indian fabricated steel industry by the imposition of protective duties on fabricated steel.

This could only be given by a reduction in the cost of the materia used and consequently an extension of the market for fabricated steel leading to increased output. This coupled with the fact that no protection is needed on British structurals and plates, affords sound grounds for supporting the Bill.

The other section holds that it is an entirely new departure to take away from an Indian industry the measure of protection it would enjoy from normal revenue duties supposing there were no need for special protective duties. In the opinion of this section the Indian Steel Industry is entitled to the protection afforded by a normal revenue duty, which in common with Government they put at 10 per cent, irrespective of protective duties, and the rate of duty against items 143 (*a*) (*i*), (not coated) and 147 (*a*) (*i*), (not coated) should therefore be "$1\frac{1}{3}$ times the excise duty, etc., etc., *plus* 10 per cent. *ad valorem*."

In the course of the discussion on the various proposed duties, as set forth in the Schedule attached to the Bill, Mr. Tata pointed out that the Tariff Board report, on which the new duties were based, ignored the fact that in the conditions that would prevail under the new protection scheme the Indian Industry would have to sell its untested steel in competition with British tested steel which would not be possible except at a reduction of about Rs. 10 a ton, as no consumer obviously would pay the same price for untested as for tested steel. In the alternative the Company would have to manufacture all its steel in tested quality at an increased cost and decreased output which would affect it also to a similar extent. As a result the scheme of protection would fall considerably short of that anticipated by the Tariff Board. While realising its importance to the Industry, the other members of the Sub-Committee felt that it was a technical point which it was difficult for them to consider without a very detailed reference to the Tariff Board report. Furthermore, it is to be presumed that the Tariff Board had such a point in mind in arriving at fair selling prices. Mr. Tata thereupon suggested that the Committee might, when putting forward their views on the Bill, draw attention to the claim put forward by the Industry on this point, and ask that it be given serious consideration. The Sub-Committee are in favour of this course being followed.

Mr. Tata drew attention to the fact that in the case of all British articles, except plates and structurals, the Bill makes the *ad valorem* revenue duty an alternative to the excise duty *plus* the specific duty recommended by the Tariff Board, whereas in the Schedule attached to their report the Board had recommended the specific duty or revenue duty, whichever is higher, irrespective of the imposition of excise countervailing duties. Unless therefore the equivalent of the excise duty was added to both, the Indian Industry would receive less than what was suggested by the Tariff Board. This was particularly so in the case of galvanised sheets, item 148 (2).

The Sub-Committee are unanimous in supporting Mr. Tata's point, *viz.*, that the countervailing duty should be made additional either to the specific duties recommended by the Tariff Board or to the revenue duties whichever were higher. They suggest that in the various places the wording should be altered substituting a comma for the semicolon and inserting the word "*plus*" after the word "or" following the comma.

The report of the Sub-Committee was adopted by the General Committee who, in submitting it to the European Group in the Central Legislature, stated that they were divided on the question of the desirability of the removal of the revenue duty on structurals and plates and desired both views to be equally stressed. Later the Committee at the instance of a member drew the attention of the Group to what they considered was a mistake in drafting schedule No. 144(*ii*) and all cases where revenue duty had been made alternative to the specific duty on British material but not on non-British material. The Committee pointed out that the Tariff Board Report, page 161, recommended for these items specific duty or revenue duty whichever was higher, and unless this was done British manufactures' high priced items would be at a serious diadvantage, especially high speed steels and there would also be a serious loss of revenue to Government.

The Bill was referred by the Legislative Assembly to a Select Committee whose report was presented to the Assembly on the 13th August 1934. Most of the points raised by the Chamber were met by the Select Committee. The Bill was passed by both Houses of the Legislature and received the assent of the Governor General on the 7th September 1934. (Act No. XXXI of 1934). It came into force on the 1st November 1934.

In Octobe 1934 the attention of the Committee was drawn by a member to the fact that when the Iron and Steel Duties Act, 1934, came into force on the 1st November 1934, the amounts of duty payable on Cast Iron Valves of British manufacture might be considerably higher than the amounts payable on Cast Iron Valves imported from other countries.

Cast Iron Valves of British manufacture were at the moment assessed at 10 per cent. *ad valorem* and this rate was maintained in the new Schedule, item No. 146A. At the moment valves imported from other countries were assessed to duty at 20 per cent. *ad valorem* but in the new Schedule the duty on Cast Iron Valves not of British manufacture would be assessed at the same rate as Cast Iron Pipes, *i.e.*, Rs. 57-8-0 per ton. The price of a valve bore no fixed relation to the weight, but was governed by the time expended on its manufacture. In the case of large valves the value per ton would be less than Rs. 575 so that the amount of duty payable on a 10 per cent. *ad valorem* assessment would be less than Rs. 57-8-0. On small valves of British manufacture, however, the value per ton might be as much as Rs. 3,000 so that the duty payable might be over Rs. 300 against the amount of Rs. 57-8-0 payable on valves not of British manufacture. The member made several calculations and found that on one particular item, the c.i.f. value of which was Rs. 56-12-0, he

would be called upon to pay duty amounting to Rs. 5-11-0 at 10 per cent. *ad valorem* on an article which weighed 38 lbs. On a weight basis the duty payable was therefore about Rs. 330 per ton. On another item, Cast Iron Cocks, the c.i.f. value of which was approximately Rs. 7-8-0, he would be called upon to pay duty amounting to twelve annas each on an article which weighed about 5 lbs. 2 oz. On a weight basis the duty payable was therefore nearly Rs. 330 per ton.

The Committee brought the above facts to the notice of the Government of India since it seemed clear from the cases quoted that under the new schedule the duty on some cast iron valves of British manufacture would not in future be preferential but would actually be higher than on valves not of British manufacture. The Committee were convinced that this was far from the intention of the framers of the Act and they suggested that the new rate of duty of Rs. 57-8-0 per ton should be qualified by the addition of the words "or 20 per cent. whichever is higher." Alternatively, they recommended that item No. 146A might be confined to Cast Iron Pipes and Tubes only, in the same manner as was done in item No. 236A which it superseded. Cast Iron fittings, that is to say, bends, boots, elbows, tees, sockets, flanges, plugs, valves, cocks and the like, would then be assessed to duty under the fourth entry of item No. 236 of the tariff schedule which was, the Committee understood, unaltered by the new bill.

In support of the contention that item No. 146A of the Tariff Schedule required amendment, the Committee pointed out that when the Iron and Steel Duties Bill was before the Select Committee item No. 144 was amended by adding as an alternative the normal revenue duty of 20 per cent. *ad valorem* to the duty specified against sub-head (2) in view of the

possibility of the importation of highly priced alloyed steel bars. It appeared to the Committee that item No. 146A was a parallel case which required similar amendment. In fact they went so far as to suggest that the same alteration should be made in all items in the Schedule where the 10 per cent. revenue duty had been made an alternative to the countervailing and/or specific duty leviable on British material, but where no *ad valorem* duty had been provided as an alternative to the specific duty leviable on non-British material.

In conclusion the Committee pointed out that the interests of British importers were likely to be seriously prejudiced by the wording of the Schedule in its existing form and expressed the hope that Government should lose no time in taking such steps as they properly could with a view to rectifying the position.

In December 1934 the Committee brought to the notice of the Government of India the following further case in support of their contention that in all items in the Tariff Schedule as amended by the Iron and Steel Duties Act, 1934, where the 10 per cent. revenue duty had been made an alternative to the countervailing and/or specific duty leviable on British material, the normal 20 per cent. *ad valorem* duty should be provided as an alternative to the specific duty leviable on non-British material.

The Committee pointed out that under Statutory No. 145 of the Tariff Schedule as amended (serial No. 103*b* of the Indian Customs Tariff), iron or steel bolts and nuts including hook-bolts and nuts for roofing, but excluding fish bolts and nuts, were liable to duty at the rate of 1½ times the excise duty or 10 per cent. *ad valorem*, whichever was higher, in the case of British goods, and 1½ times the excise duty *plus* Rs. 1-9-0 per cwt. in the case of non-British goods. In the case of

British goods the *ad valorem* rate was always applicable, and it followed that the smaller the bolt the higher the price per cwt. and therefore the higher the import duty payable. It had been calculated, roughly, that the existing rating favoured British bolts and nuts costing less than Rs. 17-8-0 per cwt. and had a proportionately adverse effect on bolts and nuts the landed cost of which was higher than that figure. As British bolts and nuts were invariably higher priced than those of Continental manufacture it had been calculated that the British manufacturer would not be able to compete for a very large proportion of the imports of bolts and nuts on a price basis, which was largely the controlling factor in the purchase of these goods.

PROPOSED PROTECTION TO THE INDIAN WOOLLEN TEXTILE INDUSTRY.

In a resolution dated the 20th October 1934 the Government of India notified that they had received representations from certain mills in India requesting that protection might be extended to the woollen industry. In pursuance of paragraph 3 of the Resolution of the Government of India, Department of Commerce, No. 3748, dated the 10th July 1923, the Government of India decided that the claims of the industry should be the subject of an enquiry by the Tariff Board and stated that in making its enquiry the Tariff Board would be guided by the principles laid down in the Resolution adopted by the Legislative Assembly on February 16th, 1923, and would consider—(*a*) whether the conditions laid down in paragraph 97 of the Report of the Indian Fiscal Commission were satisfied in the case of the woollen textile industry in India; and (*b*) in what form, to what extent and in respect of what articles or class or description of aticles protection shou'd be given.

The Board were also to take into account other relevant considerations including those stated in parts (*b*) and (*c*) of the Resolution adopted by the Legislative Assembly on the 16th February 1923, and, further would consider how its recommendations, if any, would affect industries using woollen yarn or any other article made of wool.

Firms or persons interested who desired that their views should be considered by the Tariff Board were requested to address their representations to the Secretary to the Board, Town Hall, Bombay.

The Committee of the Chamber appointed a special Sub-Committee consisting of Messrs. O. A. Guggenheim, C. R. Davies, W. Deacon, and G. Lykiardopulo to take evidence from members interested in the importation of woollen goods and to draw up any representations which importers might desire the Chamber to put before the Tariff Board.

The special Sub-Committee accordingly invited members interested in the importation of woollen goods to meet them and after a careful consideration of the views put forward by these members and an exchange of their own views on the subject they submitted a report in which they strongly opposed any increase in the import duties on woollen goods for the reason that the Indian Woollen Industry did not fulfil the three general conditions mentioned in the Government of India's reference to the Tariff Board as essential before an Industry could qualify for protection.

The Committee submitted the Report to the Tariff Board as representing the importing interests of the Chamber and pointed out that the case for the local industry, in so far as the interests of members of the Chamber were concerned, had been dealt with by the Bombay Millowners' Association.

The report of the special Sub-Committee is, for purposes of record, printed in full in the Appendices.

INDIAN TARIFF (TEXTILE PROTECTION) AMENDMENT ACT.

(*See Reports* 1929, *Vol. I, page* 115; 1930, *Vol. I, page* 87; 1932, *page* 131; 1933, *page* 130.)

A Bill was introduced in the Legislative Assembly on the 5th February 1934 for the purpose of affording protection to the sericultural industry and to the cotton and silk textile industries in British India. In the statement of objects and reasons attached to the Bill it was mentioned that by the Cotton Textile Industry (Protection) Act 1930, the Indian industry was given a temporary measure of protection which would cease to have effect on 31st March 1934. In accordance with the undertaking given when the Act was passed, the claims of the industry to substantive protection had been examined by a Tariff Board. The Tariff Board had found that the Indian cotton textile industry had established a claim to substantive protection, but the Government of India, while accepting this conclusion, had found it necessary to review the measures of protection recommended by the Tariff Board in the light of events subsequent to the submission of its Report. The denunciation of the Indo-Japanese Trade Convention and the subsequent conclusion of a new trade agreement with Japan together with the unofficial agreement between representatives of the Indian and United Kingdom textile industries had introduced entirely new factors into the situation. The present Bill gave statutory effect to the aforementioned agreements which the Government of India accepted as a satisfactory basis for a protection scheme subject to any readjustment which

might be found necessary on the expiry of these agreements. The opportunity had also been taken of incorporating in the Bill the decisions of the Government of India on the recommendations of the Tariff Board appointed to investigate the claims of the sericultural industry to protection.

In the notes on clauses appended to the Bill it was stated that five years were prescribed as the period for the protective scheme. It did not follow that the rates of duty proposed to be imposed by the Bill were incapable of alteration within this period. On the contrary, during the currency of the scheme two occassions would certainly arise in which a reconsideration of duties would be necessary. In the first place the Indo-Japanese Agreement in respect of cotton piecegoods would terminate on 31st March 1937, and it would be necessary, whether a fresh agreement had been concluded or not, to determine what level of duties would be appropriate thereafter. In the second place, it was of the essence of the agreement between the Bombay Millowners' Association and the Lancashire Textile Delegation that, should it be possible within the currency of the agreement, *i.e.*, in the period ending 31st December 1935, to remove the general surcharge imposed by the Indian Finance (Supplementary and Extending) Act, 1931, the duties on cotton piecegoods of British manufacture would be reduced to a basic rate of 20 per cent. *ad valorem* or (in the case of plain greys) 3½ annas per lb. Furthermore on the expiry of the period of the agreement the adequacy of that basic rate would be the subject of investigation with a view to its revision if necessary.

The Bill was considered by the Import Sub-Committee whose comments thereon, as follows, were adopted by the

General Committee and forwarded to the European Group in the Central Legislature :—

Serial Nos. 1 *and* 4.—From the importer's point of view we object to the proposal to remove starch and farina from the free list and make them dutiable at 15 per cent. *ad valorem.*

Serial No. 2.—We are of the opinion that no change in the duty on artificial silk yarn is justified and that it should be continued at 18¾ per cent.

Serial No. 9. *Item No.* 158*C* (1) (*a*) *and* (2) (*a*).—We recommend that the duty on cotton piecegoods of British manufacture be reduced to 20 per cent. *ad valorem* as soon as the revenue situation permits, and we would support any amendment that may be put forward in the Legislature applying a lower rate of duty to British piecegoods made wholly or mainly of Indian cotton.

Serial No. 9. *Item No.* 158*B.*—Represents mixtures of cotton with silk, artificial silk and wool. We should like to receive an assurance that fabrics coming under this heading will be treated as cotton goods and included in the import quota allotted to Japan.

Serial No. 11. *Item No.* 238*F.*—Provides for the exemption from the protective duties of fents not exceeding four yards in lengths. We have no objection to this proposal which is designed to meet the point recently raised by the Sub-Committee and renders it unnecessary to proceed further with the recommendation previously made.

The Bill, after amendment by the Select Committee, was passed by both Houses of the Legislature. It received the assent of the Governor-General on the 26th April 1934 and came into force on 1st May 1934. (Act No. XII of 1934.)

DUTY ON IMPORTED COTTON TWIST AND YARN.

When the Indian Tariff (Textile Protection) Amendment Bill was under consideration in the Legislative Assembly the Leader of the European Group in the Central Legislature asked for the views of the Chamber on the proposal to levy

duty on cotton twist and yarn and cotton sewing or darning thread, as under :—

(*i*)	of counts above 50s :—		
	(*a*) British manufacture ..	*ad valorem*	5 per cent.
	(*b*) Not of British manufacture	*ad valorem*	6¼ per cent.
(*ii*)	of counts 50s or below :—		
	(*a*) of British manufacture..	*ad valorem*	5 per cent. or 1¼ annas per pound, whichever is higher.
	(*b*) Not of British manufacture	*ad valorem*	6¼ per cent. or 1⅞ annas per pound, whichever is higher.

The Leader of the European Group intimated that he had been informed that if the import duty was reduced it would mean that purely spinning mills would be entirely driven out of the business and ruined.

The duty in force on cotton twist and yarn and cotton sewing and darning thread up to that time was 6¼ per cent. *ad valorem* or 1⅛ annas per pound whichever was higher.

After consulting the Import Sub-Committee the Committee informed Sir Leslie Hudson that they definitely supported the proposal to give effect to a lower import duty on British yarn and saw no reason to anticipate that the indigenous industry would be prejudiced, still less ruined. On the yarn import figures such a claim appeared to the Committee to be absurd. The Committee definitely supported the proposed new duties, their only criticism being that the Bill departed from the Mody-Lees agreement in removing the specific duty on the higher counts.

IMPORTS OF FENTS INTO INDIA.

(*See Report* 1933, *page* 128).

In January 1934 the Import Sub-Committee suggested to the Committee that as an additional precaution against Japanese exporters exceeding the quota of piece-goods imports allowed under the trade agreement, by the importation of spurious fents, the definition of fents under No. 158 in the Statutory Schedule should be altered to read "fents of not more than 5 yards in length."

Before taking action the Committee asked for the views of individual importing members of the Chamber on the question.

There was practical unanimity in favour of the proposal among the members who replied. In the meantime however, the Indian Tariff (Textile Protection) Amendment Bill was published. Under this Bill it was proposed to levy duty at the standard rate of 35 per cent. with a preferential rate of 25 per cent. for United Kingdom goods on "Fents, not exceeding 4 yards in length, being *bona fide* remnants to piece-goods or other fabrics."

INDO-JAPANESE TRADE AGREEMENT.

(*See Reports* 1932, *page* 137; 1933, *page* 130).

The Convention and Protocol regarding the commercial relations between India and Japan, though signed on the 12th of July 1934, actually took effect from 8th January 1934, *i.e.*, the date on which the Indian Customs duty on cotton piece-goods was reduced to 50 per cent.

On the 31st January 1934 the Committee addressed the Commerce Department of the Government of India drawing particular attention to two outstanding features of the Agreement *viz.*, (*a*) the principle that Japan was again to be given

the benefit of the most favoured nation terms in Indian markets; and (*b*) the recognition by the Government of India of the existing depreciated value of the yen as providing a basis of cost on which Japanese goods might be allowed to compete with those produced in India.

In regard to (*a*) the Committee expressed the opinion that, apart from the injustice to exporters from other countries than Japan, there appeared to be the danger that duty common to all foreign goods might well prove to be on the one hand not high enough to achieve the desired protection to Indian industries against Japanese competition, and on the other too high to admit competition at all from any other country. In regard to (*b*) the Committee mentioned that the Agreement purported to provide measures for the correction of the effects of any variation of the exchange value of the yen relative to the rupee subsequent to the 31st day of December 1933.

The Committee pointed out that Government thus appeared to acquiesce in the tremendous price advantage which Japanese goods already enjoyed through the fall which took place in the yen during 1932, and this would seem to go far to nullifying any benefit which might be conferred on Indian industries by the proposed enhancement of import duties. The Committee also drew the attention of the Government of India to possible loopholes by which Japan might exceed her allotted quota such as by the improper use of the description "fents" and increased shipments of white goods in the form of shirts or other made up goods. The Committee later drew the attention of Government to the enormous imports of Japanese piece-goods which had been landed at the Cutch ports of Mandvi and Kundla since the Indo-Japanese Agreement came into force.

On the 11th April 1934, the following notification No. 19 was issued by the Government of India, Finance Department, (Central Revenues) :—

No. 19.—In exercise of the powers conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to prohibit the import into British India of cotton piece-goods manufactured in Japan and containing more than 90 per cent of cotton unless they are covered by a certificate issued by or on behalf of the Department of Commerce and Industry, Japan, authorising export to India.

On the 12th April 1934 the Committee informed the Collector of Customs that according to advices received by a member from his Rangoon office only piece-goods exported from Japan direct to India were required to be supported by certificates issued under the quota arrangements with Japan. Japanese piece-goods imported from Singapore, Shanghai, Penang, etc., were being admitted without certificates. The Committee enquired how such shipments were dealt with by the Customs Authorities in Bombay.

The Collector of Customs in reply pointed out that the Government of India under Finance Department Notification No. 19, dated the 11th April 1934, prohibited the import into British India of cotton piece-goods manufactured in Japan and containing more than ninety per cent. of cotton unless covered by a certificate issued by or on behalf of the Department of Industry, Japan, authorising export to India. Any such Japanees cotton piece-goods imported into British India and not so covered were liable to confiscation. The Collector added that the prohibition was effective whether transit from Japan to India was direct, or *via* some other country and that Japanese piece-goods imported, *via* Singapore, Shanghai, Penang, etc., would be dealt with accordingly.

The Committee subsequently addressed the Government of India and drew attention to reports which after being current in the bazaar were appearing in the local press to the effect that large quantities of Japanese goods were being shipped unmarked to Manchukuo and China ports to be stamped there and reshipped to India. The Committee pointed out that it would, of course, be difficult to secure the necessary evidence in China or elsewhere to permit of such goods being detained by the Customs under the "false description" clause of the Indian Merchandise Marks Act, but the Committee asked to be assured that the Government of India were alive to the reality of the danger and to be informed what steps they proposed to take in order to prevent the possibility of such breaches of the agreement.

Towards the end of April 1934, the Associated Chambers of Commerce of India informed this Chamber that reports had been received by the Burma Chamber from some of its members that they were unable to obtain delivery of orders placed with suppliers in Japan before the Indo-Japanese Agreement came into force, the excuse made for non-delivery being that shippers found themselves unable to ship their goods as they could not obtain the necessary export licenses. The Associated Chambers enquired what the experience of members of this Chamber was in this respect.

The Committee in reply informed the Associated Chambers that members of the Import Sub-Committee had heard of instances such as those quoted by the Burma Chamber of Commerce, but that they had no direct knowledge of any such instances.

On the 13th July 1934 the Committee addressed the Department of Commerce of the Government of India in

connection with the quota under the Indo-Japanese agreement and mentioned that for the purpose of this agreement the piece-goods year had run for three months and the raw cotton year for six months. Given the necessary information the Committee considered that it should be possible to form an early idea of the progress of the quota which, it was contended, was a matter of considerable moment to the commercial and industrial community.

The Committee stated that they understood that at the instance of the Bengal Chamber Mr. George Morgan, C.I.E., M.L.A., had approached the Commerce Department with a view to ascertaining if it would be possible for Government to publish from time to time in the Press or in the *Indian Trade Journal* particulars of the state of the Japanese quota at regular monthly or quarterly intervals. It appeared that the response to Mr. Morgan's enquiries was not very encouraging and that the Government of India evinced reluctance to publish figures showing the state of the quota at any particular time on the ground that such figures would almost certainly be misleading. They pointed out, however, that both the cotton and the piece-goods figures were published regularly in the Monthly Accounts relating to the Sea-borne Trade and Navigation of British India and that commercial interests were already in a position to make what they could of these figures for their own satisfaction, bearing in mind the full terms of the agreement.

The Committee added that they appreciated the difficulties which the Government of India would have in supplying authentic figures of the quota position from month to month, and the import quota for piece-goods was regulated by the exports of cotton to Japan and the overlap in the raw cotton quota year and the piece-goods quota year made it impossible

for the Government of India to state definitely the total piece-goods quota until the year was well advanced. There was the further difficulty of re-exports of Japanese piece-goods and a still more serious difficulty was presented by the delay in obtaining information as to the quantities of Japanese goods imported into and re-exported from Indian States which were included in the quota territory but were not in British India. Nevertheless it appeared to the Committee incumbent on the Government of India, by the prompt publication of information in an appropriate form, to place commercial and industrial bodies in a position to make their own calculations as to the approximate position of the quota at any particular time.

The Committee observed that the Accounts relating to the Sea-borne Trade and Navigation of British India for April 1934, which was the latest issue then to hand, had been modified so as to show imports of piece-goods from Japan classified according to the four categories specified in the quota agreement. This was satisfactory and a hope was expressed that the delay of two months in the appearance of the April issue was only a temporary consequence of the introduction of these and certain other alterations in the form of the accounts, which ordinarily reached the Chamber's office in the first week of the second month after the period to which they related. It was understood that they were in the hands of Government officials a week to ten days earlier, and if this was the case the Committee suggested that the Manager of Publications be enjoined to use greater despatch in the distribution of copies to the general public and in particular to commercial bodies and associations. The Committee also asked the Government of India to consider the possibility of amending the British India sea-borne trade and land frontier

returns so as to classify separately re-exports of piece-goods of Japanese origin.

There remained the more formidable difficulty of imports into and re-exports from Indian States and the Committee suggested that the Kathiawar Trade Statistics should be amended in the same way as the Accounts relating to the Seaborne Trade and Navigation of British India so as to bring the entries regarding piece-goods from Japan into line with the categories specified in the quota. Unfortunately the Kathiawar Trade Statistics had been appearing with great delay and though there had latterly been considerable improvement in this respect they still appeared at an interval of three months after the period to which they related, the latest issue to reach this office at the time of writing being that for March 1934 received on 2nd July. The Committee understood that the Director-General of Commercial Intelligence and Statistics was endeavouring to expedite the publication of these statistics and a hope was expressed that his efforts would be successful. The Committee suggested however that if it was not found possible to effect any substantial improvement an abstract of the figures relating to piece-goods from Japan, classified according to the four quota categories, might be published as early as possible separately in the *Indian Trade Journal* or otherwise as the Government might see fit. The Committee understood that the State authorities had been requested to forward the export certificates covering Japanese piece-goods, together with details of arrivals, to the Collectors of Customs in British India and if this was done it should be possible to publish an abstract of the information.

The Committee expressed a hope that after due consideration of the above suggestions and of any others that might be received in this connection the Government of India would

take steps to ensure that early information relating to the state of the quota was made available in some form or other to the commercial and industrial public in whose interests the agreement with Japan was concluded.

In the meantime the Chamber commenced the publication of monthly statements showing the approximate position of the Japanese piece-goods quota

These statements contained the following figures:—(1) The shipments of cotton from India to Japan which formed the basis of the piece-goods quota; (2) The maximum quantity in yards of piece-goods that could be imported during the year; and (3) The actual quantity of piece-goods under each category received in India against the quota.

Later the Government of India also issued statistics of the quota position and in reply to an enquiry informed the Chamber that they would be published quarterly

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INDO-JAPANESE TRADE AGREEMENT.

Allocation of Freight to Indian Cotton for Japan.

On the 12th January 1934 the Committee telegraphed to the Government of India pointing out that as reported in the Press the leader of the Japanese Delegation had announced that the suspension of the purchase of Indian cotton would be withdrawn as from the 4th January, but that members of the Chamber were still unable to obtain allocation of steamer freight for cotton to Japanese ports from the Conference lines although tonnage had been available. The local representatives of the Japan Cotton Spinners' Association pleaded the absence of the necessary instructions from Japan and stated that they were unable to begin the allocation of freight before the 20th January.

In addressing the Government of India again on the 29th January the Committee stated that they were given to understand by the European Group in the Central Legislature to whom their telegram had been repeated, that in the absence of information regarding the actual arrangements being made by Japan, the Government of India were unable to decide what action, if any, was appropriate and would appreciate a full statement of the existing position by letter from the Chamber. The Committee in consequence explained the position as it was when the telegram was sent and traced the developments which had occurred subsequently.

That there was justification for the complaint when it was made would be apparent from the sailings of British and Japanese lines from Bombay and Karachi to the Far East from 8th to 15th January. From a list of these sailings supplied by them to the Government of India it would seem that a large amount of cargo space was available at a time when shippers of cotton to Japan were quite unable to obtain allocation of freight. The position then changed with the issue on 14th January of allocations of space by the Japanese steamer "Hague Maru" due to sail on 23rd idem. So far as the Committee were able to ascertain these allotments, although very much below requirements, approximated to the percentage of the normal volume of individual shippers' exports. Further allocations of space were made by the Rengokai (Japan Cotton Spinners' Association) in steamers subsequent to the "Hague Maru," and it appeared to the Committee that the position in regard to freight for cotton to Japan was gradually becoming normal, a view which was borne out by a cable dated Osaka, 14th January 1934, and published in the *Times of India* on 16th idem as follows :—

"The Committee of the Japanese Cotton Spinners' Association has passed resolutions, firstly that the exports of Indian cotton to

Japan be resumed from January 22nd, with the steamer leaving Bombay on that date; that cargo space be allocated to consignees and that the allocation be fixed considering the average proportion of freights in the past three years of the respective firms."

It was understood that the delay which occurred in resuming allocations of space was attributable to a deliberate endeavour not to leave Japanese exporters, who were prohibited by the embargo from buying Indian cotton, at a disadvantage as against other shippers who bought in anticipation of its removal. Another consideration which doubtless weighed with the Japanese authorities was that, had all available space been allotted immediately the boycott was removed, there would have been a rush to buy cotton which would have driven prices up against the Japanese shippers, who were then bare of ready cotton. Whether such a manœuvre on the part of the Japanese spinners was legitimate or not might be a matter of opinion, but it had to be borne in mind that the inability of the Japanese to buy Indian cotton was entirely self-imposed and that the interests of other shippers suffered from the embargo to at least an equal extent. The Committee were accordingly inclined to question whether the delay in allocating freight was consonant with the spirit of the agreement, even though it might not have contravened the letter. At any rate it contrasted with the promptitude with which the agreement was implemented from the Indian side, Japanese piece-goods being admitted into the country at the reduced rate of duty as from 8th January.

The Committee on the 9th February supplemented the information previously given in regard to tonnage leaving unfilled for Japan and forwarded to the Government of India a statement of sailings from Bombay and Karachi to the Far East between 15th January and 7th February with cargo

space available. The Committee also drew attention to a further development in the position as explained previously in that a member was informed that future applications for freight space would have to be made to the Japan Cotton Spinners' Association in Osaka by consignees and not at this end by consignors as hitherto.

The Committee added that they proposed to address Government again as soon as they were in possession of further reliable information and in the meantime urged that, before the agreement with Japan was finally ratified, Government should satisfy themselves that its terms would not permit any form of discrimination in the matter of cotton export to Japan or in the allocation of freight space for its carriage, against British or British Indian interests, whether those of exporting firms or those of shipping companies.

The Committee were informed unofficially later that the old system under which the Agent of the Japan Cotton Spinners' Association allotted space to shippers for their requirements would be reverted to on and from 1st May 1934.

INDO-JAPANESE TRADE AGREEMENT.

COMPUTATION OF YARDAGE IN THE PIECE-GOODS QUOTA.

In January 1934, the Bengal Chamber enquired of the Government of India as to the basis on which the Japanese piece-goods quota was being adjusted so far as the question of yardage was concerned, *i.e.*, square yardage or linear yardage. The Bengal Chamber pointed out that in respect of some goods a quota based on square yardage might be desirable while on other goods an arrangement based on linear yardage might be more satisfactory. In this connection the Bengal Chamber referred to the possibility of very wide widths such as 72" and 108" goods being imported and split in this country if the basis of quota was linear yards.

The Government of India informed the Bengal Chamber that the Japanese quota of cotton piece-goods was based on linear yardage, and that the Chamber's views as to the possibility of very wide widths being imported into this country from Japan had been noted.

INDO-JAPANESE TRADE AGREEMENT.

SHIPMENTS *via* CUTCH PORTS.

In April 1934 the Karachi Chamber asked for an assurance from the Government of India that the imports of Japanese piece-goods into Cutch ports would be included in the quota figures under the Indo-Japanese Trade Agreement.

As the Karachi Chamber had received no such assurance from the Government of India, the Associated Chambers of Commerce of India in June 1934, in forwarding this Chamber copies of the correspondence that had passed between the Karachi Chamber and the Government of India, enquired whether the Chamber was agreeable to a strong protest being lodged by the Chambers with the Government of India regarding the manner in which the Karachi Chamber's enquiries had been ignored.

Subsequently the Associated Chambers forwarded a copy of the Government of India's reply to the Karachi Chamber in which it was stated that Government were alive to the necessity of preventing an infringement of the Indo-Japanese commercial convention but they regretted that for obvious reasons they were not in a position to disclose what steps were being taken by them in that direction.

In replying to the Associated Chambers the Committee stated that they were not in favour of any such protest being made which appeared in any case to be ruled out by the Government of India's reply to the Karachi Chamber referred to above.

EVASION OF SPECIFIC DUTY ON IMPORTED HOSIERY.

In June 1934 the Associated Chambers of Commerce of India informed this Chamber that the Upper India Chamber had brought to notice the fact that there had been many cases of evasion of the specific duty leviable on cotton hoisery. The Upper India Chamber quoted as an instance the case of undervests which normally were liable to duty at the rate of 12 annas per pound, but with the addition of a collar certain Customs officers were regarding the resultant garment as "Hosiery not otherwise specified" which was subject to duty at 35 per cent only. The Upper India Chamber pointed out that the duty of 12 annas per pound was equal to approximately 125 per cent *ad valorem*. The Upper India Chamber quoted other instances of alleged evasion and asked that representations should be made to the Government of India on the subject.

After consulting the Import Sub-Committee the Committee informed the Associated Chambers that they had no objection to the facts as reported by the Upper India Chamber being represented to the Government of India with a view to their examination by a competent authority. The Committee added that they had been unable to obtain any information in Bombay regarding the malpractices referred to by the Upper India Chamber.

The Chamber was informed subsequently that the Associated Chambers had addressed the Government of India on the lines of the representation from the Upper India Chamber.

REPORT ON THE WORKING OF THE OTTAWA TRADE AGREEMENT.

Under instructions from the Government of India the Director-General of Commercial Intelligence and Statistics

prepared a Report on the working of the Ottawa Trade Agreement. In August 1934 the Chamber was asked by Government for its views on the Report.

The Committee found it quite impossible to deal with the detail of the report within the short time allotted to them and as they understood that special interests had had an opportunity of direct comment on their particular trades they confined themselves in replying to Government merely to the main issue of the effect of the duties on commerce in its widest sense.

It appeared from the table given in the report of the course of Indo-British trade during the past five years that the Indian percentage of the total imports into the United Kingdom in 1928-29 was 5.4 per cent. and in 1933-34 was 5.5 per cent. whilst in the similar percentages of imports into India from the United Kingdom were 11.6 per cent and 9.1 per cent. The figures seemed to indicate that on the broad issue, the balance of any benefit that might have resulted from the Ottawa Agreements had come to India.

Chapter IV of the report referred to the industrial objections to the Ottawa preferences. It was for consideration whether world factors such as the relative movements of aluminium prices and copper prices during the last five years, and the steady growth of the copper and brass sheet rolling industry in India were not of much greater importance in the developments of recent years than were the preference duties.

The Committee referred to one particular point which had already had their support in representations to the Government of India, and that was the desirability of ensuring that preference arrangements with the United Kingdom gave adequate protection to Indian manganese exports, in view of the preferential treatment accorded to British steel.

OTTAWA TRADE AGREEMENT.

Certified Invoices.

(*See Report* 1933, *page* 114.)

In January 1934, a member suggested to the Committee that they should protest against the new procedure laid down in the notice issued by the Collector of Customs on 18th December 1933 requiring importers to furnish an additional copy of certified invoices covering goods on which preference was claimed. The question was again examined by the Import Sub-Committee and Committee of the Chamber who, however, saw no reason to alter the view precisely expressed by them.

It appeared to the Committee that by agreeing to accept locally prepared copies of certified invoices for a period of three months the Central Board of Revenue had given effect to the Chamber's suggestion that a definite period of notice should be given. The period during which it would be necessary to prepare copies of invoices locally was about to expire and in the opinion of the Committee the trouble involved to suppliers in sending an additional copy was so small that they did not desire to raise objections, if it was thought that the new procedure would be of assistance in preventing fraud. With reference to a further point raised by the member, *viz.*, the additional cost of sending by air mail, the Committee pointed out that documents in respect of British goods should arrive in time if despatched by sea mail.

In February 1934, the Associated Chambers of Commerce of India asked for the views of this Chamber on a question raised by the Burma Chamber in its correspondence with the Collector of Customs, Rangoon, namely the surrender for retention in the Custom House of certificates of origin and

invoices tendered with bills of entry on which preference was claimed. The Burma Chamber pointed out that the new order had been brought about with a view to preventing fraudulent competition, but, unless the greatest care was exercised in connection therewith, very serious mistakes might arise. The Chamber mentioned the experience of one of its members who on receiving from the Custom House some of the documents retained there for examination, had attached to them an invoice belonging to another importer. It would be realised that it would be a very serious matter if by such carelessness valuable information got into a competitor's hands.

The Committee in reply informed the Associated Chambers that they had already expressed themselves to the Collector of Customs, Bombay, as not objecting to the new procedure but stated that it had since been brought to their notice that a number of members of the Chamber were apprehensive that it might lead to inconvenience of a more or less serious nature, if not worse. The Committee added that if the general feeling among constituent Chambers was in favour of basing a representation on the strength of the case put up by the Burma Chamber, they would, on reconsideration, be prepared to lend it their support.

The Chamber was informed subsequently that having regard to the division of opinion revealed in the replies received from the constituent Chambers the President did not propose to take any action in the matter.

OTTAWA TRADE AGREEMENT.

Certificates of Origin for Apricot Kernels.

In December 1933, a shipper brought to the notice of the Chamber that he had been experiencing difficulty

with the British Customs authorities in connection with certificates of origin in respect of his shipments to the United Kingdom of apricot kernels. He claimed that the apricot kernels were Indian produce, bought at Rawalpindi which is the collecting centre for apricot kernels coming from the hills in the northernmost parts of India.

After consulting the Import Sub-Committee the Committee informed the enquirer that they understood that the British Customs authorities accepted certificates of origin for produce grown in British India which was obviously not imported from neighbouring countries, such as groundnuts or linseed, provided the district in British India in which it was grown was clearly shewn, as in such cases it was obviously impossible to trace the actual growers. In the case of apricot kernels, which were grown in the hills in Northern India, these being in close proximity to foreign territory, the British Customs Authorities presumably doubted whether they really were grown in British territory.

The Committee added that they were of opinion that the system governing the issue and acceptance of certificates of origin for shipments to the United Kingdom appeared in general to be working smoothly, no other complaints having reached them regarding shipments from ports in British India. The Committee regretted, therefore, that they could not see their way to make a representation based on a case about which there might possibly be held to be some doubt as to the origin of the goods.

OILSEEDS SHIPPED FROM BRITISH INDIA TO THE UNITED KINGDOM.

Evidence of Origin.

In March 1934, the Director-General of Commercial Intelligence and Statistics informed the Chamber that it was

understood that the Commissioners of Customs and Excise in the United Kingdom would not insist upon the growers' names being specified in the last column of the Schedule to Certificate of Origin 'D' covering shipments of groundnuts of British Indian growth to establish claims for assessment in the United Kingdom under the preferential tariff when the Certificate was given by a supplier. The Certificate should show, wherever possible, the districts in which the goods were grown.

The Committee asked the Director-General to arrange with the United Kingdom authorities for the same ruling to be established in the case of shipments of linseed and rapeseed.

The Committee were informed subsequently that it was understood that the United Kingdom Customs authorities would accept certificates of origin in respect of British Indian linseed showing the linseed as grown by "various growers in .....district" in cases where the names of the growers could not be given. Where it was impossible to specify the district, consideration would be given by them to other evidence of origin, such as, in respect of purchases elsewhere than at the port of shipment, the railway consignment note from the place of purchase to the point of shipment.

At a later date the Director-General informed the Chamber that the Customs authorities in the United Kingdom had since agreed to extend the concession to other oilseeds imported into the United Kingdom from British India.

MANGANESE ORE.

Shipments to the United Kingdom.

On the 25th July 1934 the Committee informed Sir Leslie Hudson at Simla by telegraph that they supported a

representation that had been made to the Government of India by manganese ore interests urging that the United Kingdom should be persuaded to take all its manganese ore requirements from India to the exclusion of other countries. The Committee were impressed with the desirability of guarding against the United Kingdom purchasing its requirements outside the Empire during the next seven years.

Sir Joseph Bhore in speaking on the Steel Protection Bill on the 31st July 1934 announced that His Majesty's Government had agreed to give sympathetic consideration to the Indian case regarding manganese.

EXPORT DUTY ON HIDES.

(*See Reports* 1929, *Vol. I, page* 139; 1930, *Vol. I, page* 121; 1931, *Vol. I, page* 248.)

By the Indian Finance Bill which was introduced in the Legislative Assembly on the 27th February 1934 it was proposed, *inter alia*, to abolish the export duty on hides.

The Leader of the European Group in the Central Legislature enquired what were the Committee's wishes as to the attitude he should adopt over the remission of the duty in the event of a vote being taken on this item in the Finance Bill.

The Committee in reply mentioned to Sir Leslie Hudson that the members of this Chamber were not greatly interested in the export of raw hides and the Committee had usually in the past preserved an attitude of neutrality on a subject on which some of the leading Chambers held sharply conflicting views. On principle, however, the Chamber had always been opposed to export duties, except in the case of a monopoly of production for revenue purposes. Moreover the Chamber had accepted the finding of the Fiscal Commission that the duty on hides was wrong in principle and

dangerous in its effects. The Committee added that they adhered to these views and would welcome the remission of the duty.

The Finance Act as finally passed abolished the export duty on hides.

IMPORTS INTO BRITISH INDIA VIA BALUCHISTAN.

In January 1934, the Upper India Chamber of Commerce addressed the Government of India, Department of Commerce, drawing attention to the importation of dutiable goods without payment of duty into India through ports situated on the coast west of Karachi.

The Government of India on the 3rd February 1934 issued the following notification :—

No. 4. In exercise of the power conferred by section 19 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to prohibit the bringing into British-India by land from Las Bela and Kalat States of goods of any of the descriptions specified in the annexed schedule ;

Provided that the prohibition hereinbefore imposed shall not apply to goods which are proved to have been produced locally and not imported into the States of Kalat and Las Bela.

SCHEDULE.

1. Piece-goods of cotton, silk, artificial silk and of mixtures of these materials.
2. Sugar.
3. Alcoholic liquors.
4. Cigarettes.
5. Saccharine.

IMPORT OF PETROLEUM VIA PORT OKHA.

The Government of Bombay in the *Bombay Government Gazette*, Part I, dated 31st May 1934, published the following

draft of a Notification No. 7436, dated 26th May 1934, which it was proposed to issue under the Indian Petroleum Act, 1899 (VIII of 1899), and gave notice that the draft would be taken into consideration by the Governor in Council on or after the 1st August 1934.

Draft Notifications.

In exercise of the powers conferred by section 9 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased further to amend the rules for the importation, possession and transport of petroleum in the Bombay Presidency, published in the Notification of Government in the General Department, No. 2572, dated the 18th May 1909, as subsequently amended, as follows, namely :—

In Rule I, Part III, of the said Rules, *add* the following sub-paragraph (2), numbering the existing sub-paragraph as (1) :—

"(2) Petroleum may be imported into British-India from Port Okha by rail through the Land Customs Stations on the Viramgaum Customs Line."

From certain correspondence which accompanied Notification No. 7436 it appeared that the proposal dated back to 1930 when the Government of India requested the views of the Government of Bombay on the proposal made by the Baroda Durbar. It also appeared that the Government were at first opposed to the proposal but later changed their attitude and that after an interval of three years it was on the point of being put into execution.

In addressing the Government of Bombay on the question the Committee stated that it might have been expected that at some stage during the somewhat lengthy negotiations between the Government of India, the Government of Bombay and the Baroda Durbar, commercial interests would have been consulted in regard to a scheme which closely affected the trade of Bombay, and the Committee were unable to conceal

their surprise and concern that action should now be contemplated which appeared to be totally at variance with the steps that had already been taken and were under consideration to arrest the further diversion of trade from Bombay.

Seeing that the Chamber had hitherto had no opportunity of submitting views on Government's present proposals the Committee expressed a hope that even at this late stage full consideration would be given to the protest which they desired to lodge against the grant of this concession to the Baroda State on the following grounds :—

(*a*) The Committee did not consider that the Rules regulating the procedure to be followed regarding the import of petroleum *via* Port Okha, as explained in the draft notification under reference, were in any way adequate—(1) to protect the revenues of the Government of India against loss through oil suitable for use as an illuminant being imported as a fuel oil and paying the lower rate of duty applicable to fuel oil instead of the higher rate applicable to kerosene; (2) to protect the legitimate interests of those sections of the oil trade which did not attempt to evade their dues to Government against unfair competition from those importers who sought to evade duty in the above manner.

(*b*) The Committee apprehended that foreign oil would be transferred *ex* Bond from Okha to the Cutch coast and that loss would consequently be inflicted—(1) on the revenues of the Government of India, since foreign oil, having paid only the low rate of duty applicable to all oil entering Cutch, would find its way through to British Indian territory without paying Indian duty; (2) on the indigenous oil producers, since indigenous oil under existing Excise regulations could not be shipped *ex* Bond to Cutch. Government therefore by granting this concession to Baroda would aggravate the

anomalous position which already existed in regard to he oi trade in Cutch, whereby Government rules provided a protection of 2 annas 9¾ pies per gallon on kerosene oil and 10 annas per gallon on petrol in favour of the foreign importer.

(c) The Committee feared that Government, having granted this concession to Baroda, would not be able to withhold similar concessions from other and less scrupulous States in Kathiawar, and their action would therefore merely aggravate a position in Kathiawar that they had undertaken to do all in their power to rectify.

The Committee suggested that if the Government of India had concessions of this nature to bestow upon any of the Kathiawar States they should not grant them except in exchange for some derogation from those existing treaty rights which made it possible for these States to rebate duty and enter into unfair competition with ports in British India.

The Committee added that they had no knowledge as to whether the Government of India and the Government of Bombay were irrevocably committed to the concession which it was proposed to grant to the Baroda Durbar but they most earnestly trusted that it was not too late for them to withdraw from this step which was undoubtedly fraught with very serious consequences to the trade and port of Bombay.

Up to the time of going to press nothing further had been heard of the proposal.

PROHIBITION OF IMPORTS OF COTTON TEXTILES INTO PERSIA.

Towards the end of November 1934 the Committee drew the attention of the Government of India to a notification which had appeared in the Board of Trade Journal of the 13th

September 1934 giving particulars regarding the quotas fixed for goods imported into Persia from countries other than the Soviet Union during the economic year ending June 1935. In view of the substantial imports of Indian piece-goods into Persia in past years and the fact that such imports were now entirely prohibited, the Committee enquired whether the Government of India proposed to make any representations to the Persian Government on the subject.

IMPORTS OF COIR YARN INTO SPAIN AND ITALY.

In July 1934 the Associated Chambers of Commerce of India forwarded to the Chamber a copy of a letter that had been received from the Calicut Chamber drawing attention to the prohibition of the importation of Coir Yarn into Almeria (Spain) and the classification of Coir Yarn as a manufactured article by the Italian Customs authorities, thereby subjecting this article to a much higher duty than if it were classified as a raw material. The Calicut Chamber requested the Associated Chambers to bring the matter to the notice of the Government of India for such action as was necessary for the removal of the prohibition of the import of this article into Almeria and in order to secure the reclassification of Coir Yarn as a raw product.

The Associated Chambers enquired whether this Chamber was agreeable to representations being made to the Government of India on the lines suggested by the Calicut Chamber.

The Committee in reply stated that while they had no objection to the course suggested they would have thought it was primarily a matter for representation by the local interests concerned.

In regard to the suggestion that action should be taken to secure the reclassification of coir yarn as a raw product by

the Italian Customs authorities, the Committee pointed out that coir yarn was classified as a manufactured article in the Government of India's statistical returns.

In December 1934 the Chamber was informed that the Associated Chambers had addressed the Commerce Department of the Government of India suggesting that the Spanish and Italian Governments might be addressed with a view (1) to the removal of the prohibition of the importation of coir yarn into Almeria and (2) to the reclassification of coir yarn as a raw product by the Italian Customs authorities.

GOODS INTENDED FOR AFGHANISTAN.

In October 1934 the Collector of Customs, Bombay, informed the Chamber that under the existing procedure trade goods intended for despatch to Afghanistan were wired and sealed after necessary examination and identification and were then made over to the exporters for despatch (under cover of the prescribed invoices duly completed by the Customs Department) at any subsequent date. The Government of India proposed to revise this system under which goods passed at the ports for rebate could remain for months in the merchants' godowns. The procedure contemplated by them was that inland bonded warehouses should be provided in the frontier towns to which goods could be railed from the ports under bond and from which they could be delivered on payment of duty for consumption in India or for transport to Afghanistan on payment of a deposit to be returned as soon as the certificate of the border examiner was returned to the frontier customs officer. The adoption of this system would imply that in lieu of the existing system merchants would have the choice of (*a*) forwarding their goods direct from the transit sheds to the frontier railhead town

(*i*) on payment of duty for direct transmission to Afghanistan, the goods being despatched under customs supervision and the railway invoices being forwarded to the frontier customs officers concerned, or (*ii*) under bond to an inland bonded warehouse in the frontier town ; or (*b*) within 2 years of import, bringing their goods to the Custom House for identification, sealing and despatch for direct transmission as in (*a*) (*i*) above.

The Collector of Customs asked for the views of the Chamber on the proposal.

The Committee circularised all members on the subject and in replying subsequently to the Collector of Customs they mentioned that of the eight members interested who had replied three had expressed themselves in favour of the revised procedure. One member had stated that the proposed alterations would be quite suitable to the trade if in the interests of importers established at the sea ports the inland bonded warehouse were provided at the sea ports instead of at the frontier towns. Another member enquired whether the new procedure still required importers to declare the goods as intended for export to Afghanistan on the Bill of Entry at the time of importation. They also suggested that a shed be provided outside the docks similar to the Kashmere shed to facilitate inspection by the Customs for identification, etc., as required by procedure (*b*). Another member suggested that as shipments into Afghanistan, Baluchistan and East Persia were made from Karachi, the Chamber of Commerce at that port should be consulted. Two members preferred that the arrangements should remain as in the past ; one of them considered that additional expense would be incurred if goods were despatched to frontier stations and then not required in Afghanistan and used in India,

while the other pointed out the following difficulties regarding the new scheme :—

(1) Extra cartage from the shed to the bonded warehouse and cartage from the bonded warehouse to the railway station ;

(2) Demurrage which was likely to accrue owing to the lengthy procedure of bonding goods ; and

(3) Difficulty regarding the recovery of any money due on these consignments which under the new scheme would all have to be consigned to the customs officer at the frontier town.

IMPORTS OF INDIAN COTTON INTO ITALY.

In March 1934 it was brought to the notice of the Chamber that the Italian Cotton Association had issued a circular recommending the complete suspension of purchases of Indian cotton as a protest against the tariff and duty policy in India which it was contended had closed the Indian market to cloth from Italy.

The Committee immediately drew the attention of the Government of India to the circular and were informed later that the matter had been noted for consideration as soon as a suitable opportunity arose.

ITALIAN TRADE DELEGATION.

Proposed visit to India.

In October 1934 the Associated Chambers of Commerce of India brought to the notice of the Chamber that it was understood that an Italian delegation would shortly be visiting India and in submitting figures of Italian trade with India

the Association asked for the comments of the Chamber in connection therewith.

In replying to the Associated Chambers the Committee mentioned that the total figures in the statements of export to and imports from Italy showed a considerable trade balance in favour of India, but they pointed out that the published figures of exports to Italy included exports to Genoa and Trieste, a large portion of which was passing through Italy in transit for Switzerland, Austria, Hungary, Yugoslavia and other parts of Central Europe. It was therefore important that the negotiations with the Italian delegation to India should not be conducted on the basis of the published figures.

The Committee presumed that the correct figures of Indian produce imported into the various European countries were in the possession of the Government of India. They suggested, for the consideration of the Presiden of the Associated Chambers, that the Government of India be addressed on this assumption and asked if the figures of true imports into Italy (excluding transit trade) might be made available to the public.

The Chamber was informed subsequently that the Associated Chambers had addressed the Commerce Department of the Government of India on the lines suggested by this Chamber.

EXCISE DUTY ON MATCHES AND MECHANICAL LIGHTERS.

A Bill was introduced in the Legislative Assembly on the 13th March 1934 for the purpose of providing for the imposition and collection of an excise duty on matches. In the statement of objects and reasons attached to the Bill it was mentioned

that the purpose of the Bill was to impose an excise duty on matches made in British India. The collection of the tax was, in the first instance, to be in the hands of the Local Governments working as agents of the Government of India; but the Bill had been so drafted as to render it possible to make other arrangements at a later stage, if experience showed this to be desirable.

The great majority of the States in India had signified their willingness to enter into an agreement under which every State in which matches were made, or might in future be made, would recover a corresponding tax paying the proceeds into a common pool along with the proceeds of the British Indian tax; and the amounts in this pool would be divided on an estimated consumption basis between British India and all the States that had entered into this agreement. The power of prohibition of imports entered in the Bill was to be used against matches produced in any State that declined to enter into this agreement.

The proposed excise duty could not be imposed side by side with the existing Burma duty on matches, and the Burma Act imposing that duty was being repealed.

The Customs duties on matches were revised so as to comprise rates maintaining the existing measure of protection for the Indian industry over and above the equivalent of the new excise duty. The Bill after being referred to a Select Committee and passed by both Houses of the Legislature received the assent of the Governor-General on the 1st May 1934 (Act XVI of 1934).

A consequential Bill to provide for the imposition and collection of an excise duty on mechanical lighters was published on the 9th April 1934. In the statement of objects and reasons attached to the Bill it was mentioned that there

was a serious danger that, with the imposition of a considerable duty on matches, there would be an abnormal development of the use of mechanical lighters. This would mean a loss of duty and interference with the business of the Indian match manufacturing industry. It was therefore proposed that an appropriate excise duty should be imposed on mechanical lighters and that the customs duty should be correspondingly enhanced. It was added that there was not, at the moment, any established industry in the manufacture of mechanical lighters in India

The Director of Industries asked for the views of the Chamber on the abovementioned Bill. The Committee in reply stated that they had no particular views to express other than that the Bill appeared to be necessary in view of the imposition of an excise duty on matches.

In regard to the definition of Mechanical Lighters the Committee suggested that the word "electrical" should be added after the word "mechanical" in clause 2 (*b*). The Committee presumed that the definition of mechanical lighters as it appeared in the Bill had been drafted on the basis of the corresponding definition in the British Customs Regulations and that if the same had worked successfully in England, it should do also in India. The definition of mechanical lighter as drafted in one of the South American Republics where a heavy duty on matches was in force was as follows :—

"Mechanical lighter means a lighter or any other article for the production of a flame, spark or incandescence and which in use can replace matches, automatic or non-automatic, with gasoline or benzine, mechanical, chemical or electrical or of any other class."

On the 3rd May 1934 the Government of India issued a Notification (No. 26) prohibiting the bringing into British India of (1) mechanical lighters, *i.e.*, mechanical or chemical

contrivances which were portable and were intended for producing a spark or flame whether by themselves or when brought into contact with gas, and (2) flints, for such mechanical lighters.

The Associated Chambers of Commerce of India enquired whether this Chamber was agreeable to the Association, making a representation to the Central Board of Revenue in support of a representation by the Burma Chamber for lighters ordered but not received before the 5th May 1934 to be permitted entry into India without penalty on satisfactory proof of order to the Customs Authorities.

The Committee in reply informed the Associated Chambers that they were not in favour of the Association making such a representation. Apart from the merits of this particular case the Committee apprehended that any such action would be likely to open the door to a number of similar representations.

EXCISE DUTY ON KEROSENE.

In January 1934, a member suggested that the Chamber might approach Government with a recommendation that the excise duty on kerosene might be raised to the same rate as the import duty.

The Committee in reply stated that they regretted they were unable to see their way to join in a representation which was designed to subject indigenous products to the same duty, under another name, as was levied on foreign imports.

SUGAR CANE ACT, 1934.

In March 1934, a Bill was introduced in the Legislative Assembly which had for its object the regulation of the

price of sugar cane intended for use in factories. It was announced by the Honourable Finance Member in the course of his speech introducing the budget proposals for 1934-35 that the Government of India would introduce legislation which would enable Provincial Government to apply schemes for enforcing a minimum price for cane to be paid by the factory to the grower. This decision was consequential upon the imposition of an excise duty on factory sugar. As initiative in the matter of fixing prices for cane must be left to Provincial Governments so as to suit local conditions, it was proposed that the Act should come into force in any province on such date as the Local Government might direct. The scheme of the Bill was that after prior publication of its proposals and due consideration of the objections received, a Local Government should declare controlled areas within which purchase of cane by factories should be limited to growers of cane or licensed persons and societies at fixed prices. In order to provide for elasticity of procedure in the administration of the scheme, it was also proposed to give wide-rule-making powers to Local Governments.

After consulting the Agriculture Sub-Committee, the Committee, in addressing the European Group in the Central Legislature recorded their views as under on the specific points to which the Group drew attention :—

(1) *The whole principle of price control.*—When the Tariff Board enquiry into the sugar industry took place great importance was attached to the agricultural aspect of the case for protection. The present Bill was designed to ensure as far as possible that the grower should obtain a fair price and profit on his cane and without some form of price control there was reason to fear that this object would not be attained in all districts. While therefore the Committee

were of the opinion that commodities should in general be allowed to find their own price level they were prepared to accept the principle of price control in this particular industry.

The Committee were, however, of opinion that the 14 days' notice to be given under Clause 4 of the Bill was impracticable and out of place in a measure of this description, since it would inevitably lead to violent fluctuations in the supply of cane to factories owing to the natural desire of the cultivator to secure the best price for his produce. If prices for cane were to be fixed by Government they must, in the opinion of the Committee, be adjusted daily in accordance with the price of the refined produce.

(2) *The danger of different price levels being fixed by different Local Governments.*—Owing to the different kinds of cane grown in different parts of the country the Committee considered that power must be given to each Province to fix their own rates. For instance, Bombay grew thick canes of heavy field yields and rich in sucrose while the U. P. grew thin canes of lower quality. Further, agricultural methods were more advanced in one province than another. The distance of the manufacturing centres from consuming centres must also have an important influence on the price level of the cane. Indeed the quality of cane varied not only from province to province but within each province as well. It must be recognised that the difficulties in the way of any system of price fixation were serious but it appeared to the Committee that the only possible solution was to fix prices daily in each province. If necessary each province could be sub-divided into districts according to the qualities of cane produced.

(3) *The question of the Indian States.*—The Committee were strongly of the opinion that in all legislation of this

description prior agreement with the Indian States was necessary if the legislation was to have a reasonable chance of proving effective. The danger was that the restrictions which it was sought to impose would not be applied in Native States or, if applied, would not be strictly enforced, and factories situated in those territories would derive undue advantage.

The Bill was passed by both Houses of the Legislature and received the assent of the Governor General on the 1st May 1934 (Act XV of 1934). The period of notice under section 4 was extended to 30 days in the Act as finally passed. The only other amendment of importance made in the Bill was to the effect that the fixing of minimum prices by the local Governments for the purchase of sugar cane was made subject to the control of the Governor General in Council.

RULES UNDER SECTION 5 OF THE SUGAR INDUSTRY (PROTECTION) ACT, 1932.

The Government of Bombay in April 1934 asked for the views of the Chamber on a set of draft rules made by the Government of India under Section 5 of the Sugar Industry (Protection) Act which authorised the Governor General in Council to make rules requiring the owners of sugar factories in British India to make such returns relating to the production of sugar in their factories as he might consider to be desirable.

In an explanatory note that accompanied the draft rules it was stated that the rules and the returns prescribed were designed both to ensure that the Government of India obtained the information necessary to watch the progress of the industry and to provide the Sugar Technologist to the Imperial Council of Agricultural Research with that information concerning the working of Indian sugar factories which was essential

to his work. It was added that the returns required under the rules were limited strictly to the object for which they were required. They were intended to serve the following three purposes :—

(*a*) To keep Government informed regarding the progress of the industry—a point to which the Tariff Board attached particular importance;

(*b*) To keep Government informed regarding the prices paid for cane and their general fairness with relation to the current prices of sugar; and

(*c*) To provide information which would assist the industry as a whole to advance (without disclosing the business of any individual factory).

The Committee carefully examined the draft rules in consultation with the Agriculture Sub-Committee and with members interested in the sugar industry and submitted the following criticisms of the forms appended to the rules :—

General.—(1) The Committee were of the opinion that the forms were more elaborate and detailed than was actually necessary. In the final paragraph of the Sugar Technologist's note on the draft rules it was stated that the returns were not really elaborate if compared to the "mutual control returns" in vogue in Java, or even those in vogue among certain groups of well managed factories in India. The Committee did not dispute the contention that a knowledge of the technical working of all factories was essential if the Technologist was to carry out this work properly, nor that Government were justified in insisting that all possible measures should be taken for the creation of an efficient modern industry. But it appeared to the Committee unreasonable that factories should have to employ special staff merely to expand statistics for the benefit of a central body. For example in Forecast Form B (*i*) : No. 2 (*d*) calculated with

5 (*a*) gave result 5 (*c*). It was waste of effort for the 130 odd factories in India to spend time compiling such extensions of statistics, which should economically be done centrally in the office of the Sugar Technologist. As in Java factories might be required to submit full details of facts, but the working up into complete statistics should be done centrally.

(2) It was clear from No. 7, p. 2 of the Note on the draft rules that the dates fixed for submitting the various forecasts had been selected with reference to factories in the U. P. and Bihar only.

(3) The Committee referred to the need for defining in the rules appended to the forms the many technical factors involved; for they pointed out that although each factor and source of test material must be quite clear to the framers of the forms in question, the forms would not in every case be filled in by persons with as complete a technical knowledge.

Forecasts.—(1) The first forecast proposed would, in the opinion of the Committee, serve no useful purpose at all. So far as factories working with cane in the Bombay Presidency were concerned, an estimate of the eventual outturn prepared in August would, they understood, be very unreliable, and, moreover, it would be difficult at that date to estimate the duration of the season. For cane factories a first forecast on 15th December and a final forecast on 1st April should give fair accuracy for all India. For refineries the dates might be first forecast on 15th January and final forecast on 1st July. It would be preferable to treat each seasonal group of factories separately, but for the sake of all-India uniformity the above dates might be useful.

(2) Forms B (*i*) No. 6 and B (*ii*) No. 4—Variation of Sugar Production.—These would present some difficulty if

they were to present a reasonably accurate picture. It was suggested that a short note on causes of increase or decline of production would be more useful.

Fortnightly Returns.—This was the usual period for which statistics were analysed in other sugar producing countries.

(1) It was a pity that the percentages of different varieties of cane were not to be shown in the Fortnightly Cane Return (Form C), as this was the most important feature in judging the progress of an increased return for the grower and cheaper sugar for the consumer.

(2) There was no object in distinguishing between the grades of sugar produced while there was no standard to which all mills worked.

(3) The fortnightly analysis of stores consumed seemed an unnecessary elaboration, also the detailed record of clarification control; the value of these returns from the point of view of the central organisation appeared somewhat slender.

Final Report—(1) From the point of view of the benefit of the majority it was of the utmost importance to have an analysis of the percentages of different canes milled during the season.

(2) Here the record of clarification control might usefully be given.

Weekly Statement of Sugar Prices and Stocks.—There seemed no necessity to give this more often than fortnightly. Here again the distinction between grades of sugar was valueless without a common standard.

Conclusion—Apart from the above practically all the details called for were those which had to be kept in any efficiently run factory.

Regarding the Government proposals as a whole, there was perhaps a tendency to place over much reliance in efforts at improving the factory end of the industry. In the opinion of the Committee the secret of success lay in improving the cultivation of cane, and it was this which would "eventually reduce the cost to the consumer." If cane contained only 9% of sugar it was impossible for the factory to extract 10%. The proposed statistics would be useless unless the efficiency of the industry as a whole was to be furthered by the application of the knowledge gained; and that knowledge and its application would be nugatory unless the agricultural root of the matter was first tackled. The Committee strongly urged that Government should direct their efforts to encouraging the cultivator to grow better cane. The idea of buying unstandardised types of cane by weight, with no ripeness guarantee, would seem ludicrous to any sugar factory executive in the other main producing countries.

There appeared to be no insuperable difficulty in the adoption of a fixed price for cane based on its sucrose content, *i.e.*, paying for sugar in cane rather than for fibre plus sugar in cane. The results of this would automatically be :—

(*a*) better varieties of cane would be grown;
(*b*) cane would be cut when really ripe, and not when maximum weight;
(*c*) both grower and factory would strive to shorten the time between cutting and crushing;
(*d*) proper trimming of tops and suckers;
(*e*) freedom of cane from trash,

with benefits all round, and eventually to the consumer in the form of cheaper sugar.

It was not clear to the Committee how it was proposed to enforce the regular submission of returns and it appeared to be obviously necessary to provide some penalty for failure to make the required returns.

RAILWAY RISK NOTES.

(*See Reports*, 1920, *Vol. I*, *page* 117; 1921, *Vol. I*, *page* 110; 1922, *Vol. I*, *page* 171; 1924, *Vol. I*, *page* 213; 1933, *page* 187.)

It was mentioned in the Chamber's Report for 1933, that the following resolution, moved by this Chamber at the annual meeting of the Associated Chambers held on the 8th January 1934, was carried unanimously :—

"This Association requests the Government of India to direct the Railway Board to review the terms in which Railway Risk Notes are at present drawn. The Association urges that the wording of these Notes should be so amended as :—

(*a*) to lay upon the railway administrations the burden of proof that loss of, or damage to, goods consigned was not due to misconduct on the part of their servants;

(*b*) to ensure that, in dealing with claims for loss or damage, railways shall not be able to repudiate liability on the strength of endorsement of risk notes at the time of despatch unless the loss or damage is directly attributable to conditions noted in the endorsement; and

(*c*) generally to incorporate the principle that the railway shall be under obligation to give delivery of consignments in the same good order and condition in which they were tendered for despatch.

The Hon'ble Sir Joseph Bhore speaking on the resolution suggested that it might be well to wait and see the result of the circular which the Railway Board had issued to all railway administrations in regard to these risk notes. The terms of the above resolution were duly communicated by the Associated Chambers to the Railway Board who in their reply stated that the Government of India had carefully considered the views of the Associated Chambers of Commerce

as recorded in the resolution and the record of the discussion which preceded the adoption of the resolution. With reference to items (*a*) and (*c*) of the resolution the Government of India were not satisfied that there was sufficient justification for re-opening the question of revising the terms of the railway risk note forms now in use.

With regard to item (*b*) Government referred the Association to a letter that had been addressed by the Railway Board in October 1933 to all Railways with a view to ensuring that risk note Form A was not taken without sufficient cause, and that when such a Risk Note was held undue advantage was not taken of it when a claim for damages *en route* was referred. The Government of India believed that the instructions issued in this letter would remove any cause for further complaint in the matter.

The Committee after consulting members interested addressed the Associated Chambers stating that in their opinion the reply of the Railway Board was most unsatisfactory. The Railway Board rejected items (*a*) and (*c*) of the resolution, and it was round these two points that the whole controversy hung. As long as the burden of proof was laid on the consignor there would, in the opinion of the Committee, be no real improvement in the existing state of affairs. The Railway Board had further stated that the Government of India were not satisfied that there was sufficient justification for reopening the question of revising the terms of railway risk note forms now in use. The Committee suggested that the Board be asked on what grounds they made this statement, for it did not appear to the Committee that a resolution, which was unanimously adopted by the Associated Chambers had been treated with the consideration it deserved.

In regard to item (*b*), the Railway Board suggested that Railway Administrations should take certain special steps to

prevent the abuse of risk note Form A, but the Committee feared that even if an honest endeavour was made to follow up those steps and to make them effective the railways would be unable to control their subordinate staff. In any case so long as the risk notes were drawn as at present, the efficacy of such steps could only be temporary and the trouble of which complaint was made was bound to recur.

In point of fact, so far as the Committee had been able to ascertain, no improvement had taken place since the issue of the Railway Board's circular in October 1933. As evidence that ground for complaint still existed particulars of a rather flagrant case recently reported by a member were appended. The Committee trusted that the President of the Association would agree that there was justification for re-opening the question and in order to convince the Government of India that the weight of public opinion demanded a revision of the terms of railway risk notes it was suggested that an endeavour be made to secure the support of other Associations, such as for instance the Federation of Indian Chambers of Commerce. The Committee, for their part, addressed the Indian Merchants' Chamber, the Millowners' Association and the East India Cotton Association with the object of enlisting their support.

The Associated Chambers in replying to the letter from the Government of India, referred to above, stated that the sum and substance of the Railway Board's letter was that while the Government of India were not prepared to revise the terms of the railway risk notes in order—(1) to lay upon the railway administrations the burden of proof that loss of, or damage to, goods consigned was not due to misconduct on the part of their servants; and (2) generally to incorporate the principle that the railway should be under obligation to give

delivery of consignments in the same good order and condition in which they were tendered for despatch. The Railway Board were evidently impressed with the volume of complaints made regarding the manner in which the railways staffs demanded, for trifling reasons, risk notes in Form A, thereby enabling the railways to repudiate claims for damages arising from causes such as oil, water or coal dust which would have damaged the consignment in any case. In order to prevent abuse of risk note Form A, and also to obviate the possibility of this risk note having to be revised by sheer weight of public opinion, the Board had suggested that the different railway administrations should take action in the following directions :—(1) to make periodical examinations as to whether risk note Form A was being demanded by the staff without sufficient cause ; (2) to consider what other action might suitably be taken to ensure that this risk note was not demanded without sufficient cause ; (3) to issue special instructions to the staff to guide them in demanding risk notes for commodities for which special packing conditions were not laid down: and (4) to review the policy which was adopted in dealing with claims on traffic carried under risk note Form A, *i.e.*, whether such claims were repudiated automatically, or whether enquiries were made to ascertain if the loss or damage complained of was actually due to the inadequacy of the packing as described in the risk note.

The Associated Chambers pointed out that the foregoing position had received the careful consideration of the constituent Chambers who could not but regard the Railway Board's reply as most unsatisfactory. Items (*a*) and (*c*) of the resolution, round which the whole controversy hung, were summarily rejected without mentioning the grounds for the Board's statement that the Government of India "are not satisfied, that there is sufficient justification for re-opening the

question", while, as already stated, the instructions conveyed in the Board's letter to the Railway Administrations would appear to have been inspired, if paragraph 8 thereof was to be taken seriously, not so much by a desire to protect the public from the abuse of risk note Form A as by the fear that if this abuse continued public opinion might ultimately enforce some revision of this risk note. In order that the Board might appreciate fully the attitude of the constituent Chambers in regard to the position of these railway risk notes, the Associated Chambers forwarded, for the careful consideration of the Board, a digest of the replies received from the constituent Chambers to the Association's circular letter. These replies not only gave a clear exposition of the grievances to be remedied, but they also contained many useful suggestion which were commended to the careful consideration of the Railway Board as possible ways and means for dealing with a situation which was gradually becoming, if it had not already reached that stage, intolerable.

On behalf of the constituent Chambers the Association requested that the Board would give the resolutions passed at the meeting of the Chambers in January 1934 further and fuller consideration with a view to adequate steps being taken to amend the wording of these risk notes in the manner and to the extent indicated in these resolutions.

BOMBAY-SIND CONNECTION RAILWAY.

(*See Reports* 1906, *page* 44; 1907, *page* 31; 1908, *page* 43; 1922, *Vol. I, page* 164; 1929, *Vol. I, page* 163; 1930, *Vol. I, page* 128; 1933, *page* 197.)

In September 1934 the Agent of the B. B. & C. I. Railway addressed the Chamber in regard to the proposed construction of a broad-gauge railway connecting Bombay with

Sind. The Agent drew attention to the fact that the completion of the Sukkur Barrage would result in the sources of supply for Bombay and Gujerat for wheat, grain and cotton, etc., being transferred from the Punjab and United Provinces to Upper Sind, and, unless the projected Bombay-Sind Railway was built, the above commodities from this area would be transported to Bombay and Gujerat by the rail-*cum*-sea route *via* Karachi.

The cost of this railway was estimated at nearly 6 crores of rupees and, allowing for losses to railways caused by diversion of the present sources of supply, it was doubtful if a reasonable return would be obtained on the expenditure involved.

The Agent pointed out that in the circumstances the estimates, however carefully prepared, could not be considered absolutely reliable and added that any suggestions and criticisms which the Chamber might put forward would be most valuable in assisting him in deciding what recommendation he should make to the Railway Board. In particular he asked for the views of the Chamber as to—

(*i*) Whether the expenditure of so large a sum of money on this project was considered justified;

(*ii*) Whether the new line was likely to secure the bulk of the "new" Sukkur Barrage area traffic between Sind, Bombay and Gujerat and, if not, to what extent this traffic would move by the rail-*cum*-sea route;

(*iii*) Whether the new line was likely to capture any part of the *existing* sea traffic from Karachi to Bombay and Gujerat and, if so to what extent.

In replying to the Agent of the B. B. & C. I. Railway he Committee stated that in September 1933 they addressed

the Railway Board and expressed doubts as to whether the scheme could be proceeded with :—

(*a*) on financial grounds ;

(*b*) in view of the development of air transport ;

(*c*) owing to the possibility of further diversion of traffic from Bombay and Karachi to the Kathiawar ports.

The three specific points on which their views were requested were carefully examined by the Committee in consultation with a special Sub-Committee and the following replies were submitted :—

(1) *Whether the expenditure of so large a sum of money on this project was considered justified.*

The cost of the proposed railway was estimated at nearly six crores of rupees. In the opinion of the Committee the expenditure of so large a sum of money could not be justified in view of the fact that ample facilities already existed for the transport of produce from Upper Sind to Bombay. There was already a rail route *viâ* Hyderabad and Marwar and there was also a more direct route, rail-*cum*-sea. The distance from Karachi to Bombay by sea was 501 miles and the distance from Sukkur to Karachi by rail and thence to Bombay by sea was only 800 miles as against 865 miles by the proposed new all-rail route.

There was also the question of the return to be expected on the money expended. The proposed railway, if built, would have to meet competition from the Jodhpur and B. B. & C. I. Railways as well as that of the steamship companies who were unlikely to forego this traffic without a struggle. It appeared to the Committee therefore that the earnings would be highly problematical and would be secured

mainly at the expense of railways already in existence and of a well established sea route and at rates which were likely to be uneconomic. The proposed alignment traversed barren, waterless and inhospitable wastes which were unlikely to be developed or yield any appreciable local traffic. The Committee understood that it was proposed to overcome the absence of fresh water, in so far as locomotive requirements were concerned, by the introduction of Diesel engines. But the lack of suitable water supply for labour might quite possibly add appreciably to the cost of constructing the railway and there could be no question of opening up new and profitable areas resulting in an increase of trade. It appeared to the Committee that the project would merely resolve itself into an attempt, at heavy cost to the taxpayer, to divert traffic from the natural, cheapest and shortest route, which was by sea.

There was a further possibility which was likely to be viewed with concern by the Government of India whose revenues had been severely affected by the loss of Customs duty on goods entering the Kathiawar States. The question had been prominently in the public eye for some time and the Committee saw no need to dilate on it, except to point out that the proposed new railway would open up the possibility of further connections both with Kathiawar and Cutch. As regards the latter, it was understood that Cutch Kandla had the makings of a good port and there had already been talk of a scheme for linking it by rail with the Jodhpur Railway. The proposal under reference, if put into effect, would undoubtedly add impetus to schemes of this nature and accentuate the diversion of trade through the Maritime States, to which the break in gauge would be but a trifling obstacle.

Another serious objection on general grounds to the construction of the proposed new line appeared to lie in the direct incentive it would furnish the Railway Board to persevere in their endeavours, by cutting rates, to attract traffic from the sea to the rail route, a policy which had already caused serious losses to the major ports and which had been the subject of official representations on the part of some of the port authorities concerned.

While it appeared to the Committee that the objections mentioned above were, on general financial grounds, decisive against the proposed new railway, they made an endeavour to deal with points (*ii*) and (*iii*) although they were difficult questions for the Chamber to answer.

(*ii*) *Whether the new line was likely to secure the bulk of the "new" Sukkur Barrage area traffic between Sind, Bombay and Gujerat and, if not, to what extent this traffic would move by the rail-cum-sea route.*

If the proposed line was constructed it appeared to the Committee that the route which the "new" Sukkur Barrage area traffic would take must depend primarily on the relative costs and nothing was known as to the rates of freight to be charged by the proposed new line. The Committee understood that one of the great difficulties in clearing produce from the Barrage area, and one which would be aggravated as more land came into bearing, lay in the lack of adequate roads and feeder lines to the existing main lines. If that understanding was correct surely the construction of a new line south of Badin was no solution of the problem. The solution would appear to be the provision of more feeder railways and roads in Sind.

(*iii*) *Whether the new line was likely to capture any part of the existing sea traffic from Karachi to Bombay and Gujerat and, if so, to what extent.*

If the Bombay-Sind connection was to rely for its financial success on capturing any part of the existing sea traffic from Karachi to Bombay it would have to do so by undercutting the rates quoted by the steamship companies, which might be expected to lead eventually to a rate war. That being so, it seemed to the Committee to prove that the proposed new railway was quite unnecessary for moving any of the existing traffic south of Karachi. So long as the rail-*cum*-sea route was cheaper the new line would not secure the traffic, and with an excess in distance over the rail-sea route it was difficult to see how the all-rail route would be able to charge economic rates and compete with the rail-sea route to Bombay.

To sum up the foregoing, the Committee were definitely of the opinion that the project should not be undertaken at the present time because—

(1) it was unlikely to prove remunerative;

(2) it was likely to lead to a further diminution in the customs receipts of the Government of India by opening up fresh connections by rail to Kathiawar and Cutch and further increasing the diversion of trade through the Maritime States;

(3) it would undoubtedly aggravate the tendency to uneconomic competition between rail and water-borne traffic;

(4) it appeared to be unnecessary as the existing facilities were adequate for all traffic likely to be moving south of Karachi.

FUNICULAR RAILWAY IN NANE GHAT.

(*See Report* 1933, *page* 197.)

The Committee were approached again in March 1934 by the Deccan Engineers, Ltd., asking for the support of the

Chamber to a scheme for the provision of a funicular railway in Nane Ghat. The Committee in reply informed the Deccan Engineers, Ltd., that they could not see their way to support the proposal.

RAILWAY CLASSIFICATION OF COLOURED CEMENT.

In October 1934 the Indian Railway Conference Association asked for the views of the Chamber on a proposal to classify coloured cement separately at 4th Class R.R. and 2nd Class O.R.

After consulting the Docks and Railways Sub-Committee the Committee informed the Indian Railway Conference Assocaition that they understood that coloured cements were introduced to overcome an objection raised by the architectural profession against cement on account of its uniform grey colour.

The Committee pointed out that the traffic in this particular type of cement was negligible compared with ordinary grey cement, and they did not consider that a separate classification was warranted. They suggested that the Railway might regard coloured cement as "trailers" for the sale of ordinary grey cement.

RAILWAY CLASSIFICATION OF GLAUBER'S SALT AND PAPERWARE, NOT OTHERWISE CLASSIFIED.

In July 1934, the Indian Railway Conference Association asked for the views of the Chamber on suggestions that it was intended to put forward before the meeting of the Commercial Committee to be held in October 1934, (*a*) for the re-classification of Glauber's Salt or Sulphate of Soda from 3 R.R. 2

O.R. to the same basis as Epsom Salt, *i.e.*, 1 R.R., and (*b*) for the introduction of a new classification "paperware, not otherwise classified, 4 R.R." and the modification of the entry of "Tube Paper" under the main head of "Empties" to read "Tube paper for packing."

After consulting the Docks and Railways Sub-Committee the Committee informed the Indian Railway Conference Association that they had no comments to offer in regard to the proposals.

RAILWAY CLASSIFICATION OF ALUMINIUM FOIL.

In January 1934 the Indian Railway Conference Association asked for the views of the Chamber on a proposal to make a separate classification for aluminium foil at 6 R.R. and 4 O.R.

After consulting the Docks and Railways Sub-Committee the Committee informed the Indian Railway Conference Association that they had no objection to the proposed classification.

RAILWAY CLASSIFICATION OF CHALK.

In December 1933 the Indian Railway Conference Association asked for the views of the Chamber on a proposal to modify the classification of chalk in the General Classification of goods as under :—

Present.		*Proposed.*	
Chalk	.. 1 R. R.	Chalk, undressed	.. 1 R. R.
		Chalk, French	.. 4 R. R.
		Chalk, precipitated	.. 6 R. R.
Whiting ..	.. 2 R. R.	No change proposed	..

After consulting the Docks and Railways Sub-Committee the Committee informed the Indian Railway Conference

Association that the proposed alteration appeared to be reasonable.

The proposal was not, however, approved by the Commercial Committee of the Indian Railway Conference Association.

RAILWAY CLASSIFICATION OF CHEESE.

(*See Report* 1933, *page* 213.)

It was mentioned in the Chamber's Report for 1933 that the Committee had addressed the Indian Railway Conference Association recommending that there should be no discrimination in rating between "imported" and "non-imported" cheese and further that all cheese should be carried by passenger train at half parcel rates.

No reply was received by the Chamber to this letter in regard to the latter recommendation but it was noted that at the meeting of the Commercial Committee of the Indian Railway Conference Association held in July 1933 that the Committee had removed the discrimination in favour of cheese not imported so that all cheese was charged at full parcel rates if carried by passenger train.

The Committee after consulting the trade interests concerned again addressed the Indian Railway Conference Association and pointed out that it appeared from the information placed before them that 75 per cent of the cheese consumed was of the hard Dutch or Gouda variety which could be and was despatched up-country by goods train. The remaining 25 per cent which could not be sent by goods train owing to its perishable nature, had to be sent by passenger train, resulting in a substantial advantage to the former, in addition to the advantage in price which already existed.

It seemed to the Committee that the action of the railways in charging full parcel rates would inevitably cause more cheese to be sent by goods train, thereby driving off the market the better class cheeses, and more particularly Empire cheeses, and to that extent directly contravened the policy of Empire Preference which had been accepted by the Government of India.

The Committee added that as the result of their enquiries they were satisfied that the full parcels rate represented a serious addition to the wholesale price of the bulk of the perishable cheeses which could not be despatched by goods train. They felt that a good case had been made out for a reduction in the parcels rate to at least an intermediate rate between half and full parcels rates, as was charged in the case of butter. They expressed an earnest hope that the matter would receive the early and sympathetic consideration of the Indian Railway Conference Association.

Towards the end of August 1934 a representation was received from a member drawing attention to the fact that the Railways were demanding prepayment of freight on imported cheese on the ground that the contents were of a perishable nature. When the matter was brought to the notice of the two Railways serving Bombay instructions were immediately issued to their staff that prepayment of freight should not be demanded for parcels containing cheese.

Subsequently in reply to an enquiry from the Chamber as to whether any decision had been reached in regard to the freight rate on cheese as a result of the meeting of the Commercial Committee for Interchange held in July 1934 the Indian Railway Conference Association informed the Chamber that the Commercial Committee did not recommend any reduction in the full parcels rate for cheese.

RAILWAY CLASSIFICATION OF BRASSWARE.

In December 1933, the Indian Railway Conference Association asked for the views of the Chamber on a proposal to make the following changes in the classification of brassware in the General Classification of Goods :—

Present.		*Proposed.*	
Brass idols ..	9 R. R.	No change.	
Brass, ornamental ..	8 R. R.	Brass, figures ..	9 R. R.
		Brass, fancy, includes coloured ware ..	9 R. R.
Brass, manufactured not otherwise classified	4 R. R.	No change.	
Brass, cooking utensils	4 R. R.	To be deleted.	

At the same time, it was proposed to make specific provision for tin-nickelled brassware to be treated as brass according as the article fell under one or other of the heads given above.

After consulting the Docks and Railways Sub-Committee the Committee informed the Indian Railway Conference Association that the proposed alteration appeared to be reasonable.

RAILWAY CLASSIFICATION OF SILICATE CEMENT.

In February 1934 the Indian Railway Conference Association informed the Chamber that it was proposed to classify silicate cement separately from silica cement and English cement at 4th Class Railway Risk and 3rd Class Owners' Risk.

The Chamber was informed subsequently that the proposal had been agreed to.

RAILWAY CLASSIFICATION OF SILICA SAND.

In December 1934 the Indian Railway Conference Association asked for the views of the Chamber on a proposal

to classify separately silica sand under 2nd Class R.R. and 1st Class O.R.

In reply the Committee stated that they had no views to express on the proposal.

RAILWAY CLASSIFICATION OF COTTON WASTE.

(*See Report* 1926, *Vol. I, page* 310.)

In April 1934 the Indian Railway Conference Association forwarded to the Chamber particulars relating to the proposed classification of cotton waste, etc. For ready reference the present and proposed classifications are given as under :—

Present.	*Proposed.*
S/19. Cotton waste, soft, is cotton rejected in the process of manufacture which can be used again as raw material only when blended with good raw cotton.	Cotton waste, soft, is clean cotton (*i.e.*, free from foreign matter such as leaf, sand, dust, broken cotton seeds, etc.) rejected in the process of manufacture.
S/20. Cotton mill sweepings is mixed short and broken lint, leaf, sand, dust and broken cotton seeds, etc., separated from cotton in the process of manufacture and which cannot be further used as raw material (even by blending with other qualities) in either a cotton mill or a cotton waste mill.	Cotton mill sweepings is short and broken lint mixed with foreign matter such as leaf, sand, dust, broken cotton seeds, etc., separated from cotton in the process of manufacture.

The Committee, after consulting the Cotton Sub-Committee of the Chamber intimated to the Indian Railway Conference Association that the proposed definitions appeared to be satisfactory, and were informed later that the definition had been accepted by the Commercial Committee of the Indian Railway Conference Association.

RAILWAY RATES ON COTTON.

(*See Report* 1933, *page* 200.)

In September 1934 intimation was received from the Indian Central Cotton Committee that with effect from the 1st October 1934 special "station to station" rates would be introduced on raw cotton booked from Coimbatore and Tirupur to Billimora, Navsari, etc., besides Bombay and Ahmedabad to which mill centres special rates had been in force for some time previously.

With effect from the 1st October 1934 the B.B. & C.I. Railway also reduced the rates for cotton, full pressed, from certain stations on that railway to Bombay, and with effect from 21st December 1934, further reductions were made in the rates from some of these stations. The new rates will be in force up to 31st May 1935.

TROLLEY BUSES IN BOMBAY.

In January 1934 the Chamber's representative on the Traffic Committee asked for the views of the Committee of the Chamber on a proposal put forward by the Western India Automobile Association to the effect that the authorities concerned should be recommended to take necessary action with a view to the substitution of trolley buses for trams in Bombay.

The suggestion was supported by two main arguments :— (*a*) that trams formed an obstruction to traffic at all times, and (*b*) that they were a source of danger to the public, since passengers had to cross the roadway when using them.

The objections appeared to be mainly two :—

(1) The absence of pavements in many Bombay streets might make it in practice extremely difficult for buses to draw

up at the edge of the road without a dislocation of traffic almost as serious as that which it was intended to remedy, more particularly in crowded bazaar thoroughfares.

(2) In wide open spaces such as Flora Fountain, Bori Bunder, Wellington Fountain, etc. the mobility of trolley buses might in practice prove a serious difficulty to other traffic in so far as the mobility would not be complete, the trolley buses being presumably restricted to a path probably double or treble the existing tramway path.

The Committee felt hardly qualified to express an authoritative view on this rather technical matter. On general principles, however, they stated that the substitution of trolley buses for trams ought to make for a definite improvement in the matter of traffic congestion in Bombay as elsewhere. In the opinion of the Committee trams were a noisy, uncomfortable and out of date method of transport and the sooner they were removed from the roads the better.

In regard to the first of the two suggested objections to the proposal the Committee stated that they had not studied the whole of the existing tramway routes, but they believed that most of the streets where the trams ran were provided with pavements. Where the trams ran through crowded and narrow bazaar streets, with or without pavements these were clearly unsuitable in any case for tram or trolley. The Committee were not aware that the trolley, which in such places could if necessary be required to keep to the tramway track, would be a greater danger than the tram, and the abandonment of the use of rails would also presumably make deviation from unsuitable routes easier.

As regards open spaces, such as Flora Fountain, Bori Bunder, etc., the Committee were inclined to question whether there was much in this point. On the contrary, it seemed to

them that the substitution of the trolley bus, which had much greater freedom of movement on either side of the overhead wires, would make it possible to apply to these vehicles the same "round about" regulations that were imposed on other traffic.

While then *prima facie* the Committee were decidedly in favour of the proposal, they reserved final judgment until they were in possession of the details of any scheme actually to be proposed.

CODE WORDS IN TELEGRAMS.

Introduction of Five Letter Code System.

(*See Reports* 1908, *pages* 59, 300; 1909, *pages* 35, 315; 1926, *Vol. I, page* 224; 1928, *Vol. I, page* 176; 1929, *Vol. I, page* 168; 1930, *Vol. I, page* 151: 1932, *page* 202; 1933, *page* 231).

It was mentioned in the Chamber's Report for 1933 that towards the end of that year the Associated Chambers of Commerce had asked this Chamber to assist in collecting statistics from members of the cost of their cables during the last three months of the year with comparative figures showing what the cost of the same cables would have been if the revised rates had been in force. Members were circularised accordingly and the returns received from such members as were in a position to furnish them were forwarded to the Federation of Chambers of Commerce of the British Empire for transmission to the International Chamber of Commerce. A report concerning the enquiry was received in August 1934 and was placed at the disposal of members interested.

FIVE LETTER CODE WORDS IN INLAND TELEGRAMS.

In January 1934, the Director General of Posts and Telegraphs informed the Chamber that the question of adopting the five-letter code system in inland telegrams in place

of the existing ten-letter codes, and at the usual rates of charge for inland telegrams, had been under the consideration of his Department for some time and mentioned that the system of charging at the rate of five letters to a word for all unintelligible combinations of letters in the text of a telegram had been in force in Great Britain for a number of years.

The Director General stated that the advantages derived from the proposed change might be briefly enumerated as follows :—

(*a*) The code words would not be subject to any conditions regarding the use of vowels (such as existed at the moment in the case of code language, *vide* clause 377 of the Post and Telegraph Guide). They could be formed in any way as in the case of code words in foreign telegrams.

(*b*) It would obviate the necessity for firms having to maintain two sets of code books, one for use in foreign telegrams (5-letter code and the other for use in inland telegram (10-letter code). It would not be necessary to republish existing code books containing 10-letter code words.

(*c*) Checking the number of vowels in code words being no longer necessary, the work of the counter clerks would be simplified in accepting code telegrams and the rapid disposal of such telegrams would be facilitated.

The Director General stated further that the adoption of the five-letter code system might result in a slight increase in the cost of telegrams in some cases. On the other hand considering the advantages to be gained particularly as regards the more rapid transmission of code messages, it was hoped that the commercial community would raise no objection to the proposed change which the department desired to make unless there were strong and general objections to it.

The Director General added that he appreciated the fact that the general consensus of opinion had been against the introduction of the five-letter code system, but the measure was carried in respect of foreign messages at the recent International Telegraph Conference at Madrid (incidentally, despite the opposition of the Indian delegation) and it was thought that the advantages of uniformity between the foreign and the inland message regulations now pointed to the acceptance of the five-letter system for the latter also.

Before placing the matter before the Government of India for orders the Director General desired to have an expression of the Chamber's views.

In replying to the Director General the Committee pointed out that the advantages claimed for the proposal appeared to them somewhat unsubstantial except for (*c*) and this might be expected to effect some economy in clerical work in telegraph offices, which might justify a reduction in charges. In regard to (*b*), the Committee were unable to agree that it would obviate the necessity for firms to maintain two sets of code books as foreign codes were scarcely applicable to inland telegrams except possibly for general phrases.

The proposal appeared to be put forward partly from motives of departmental convenience, but mainly as a means of increasing revenue. It was not, of course, quite on all fours with the introduction of the five-letter code system for foreign telegrams, which was accompanied by a reduction to 6/10ths of the previous charges, for the reason that inland telegrams were subject to a minimum charge (excluding the present surcharge of one anna per message) of 12 annas for up to 12 words, whereas a minimum charge of five words had been established in the case of foreign telegrams. At the same time the Committee could not accept the suggestion

that the change might result in a slight increase in some cases. A comparison of the cost of telegrams on the present and the proposed basis showed that the increase rapidly became considerable after the number of words exceeded 12, *e.g*, on 22 five-letter words, equivalent to 12 ten-letter words (assuming 2 words for the address), the increase was 10 annas on 12, or 83 per cent.

In the opinion of the Committee existing telegraphic charges in this country were already, particularly in the case of express messages, unduly high and acted as a restriction on trade. It was now proposed to introduce the five-letter system for inland telegrams without any concession in rates whatever. The resultant increase in cost did, in the view of the Committee, constitute a strong and general objection to the proposal which would justify them in opposing it strenuously.

The Committee reminded the Director General that the introduction of the five-letter code system was carried in respect of foreign messages at the International Telegraph Conference at Madrid in the teeth of strong opposition not only by the Indian delegation but by the representatives of other leading commercial countries. The International Chamber of Commerce and the Federation of Chambers of Commerce of the British Empire were at the moment jointly undertaking an enquiry, in which Chambers in this country were co-operating into the increased cost resulting from the prohibition as from 1st January 1934 of ten-letter code words in foreign telegrams, with a view presumably, if the financial effect upon business was shown to be serious, of basing a case at the next Telegraph Conference for a reversion to the old system. The decisions reached at the Madrid Conference should not therefore be taken as the last word, and

the Committee would most strongly deprecate an attempt to introduce into India a system which was the object of severe criticism on the part of influential commercial bodies, who would not improbably use every effort to secure its abandonment at the first opportunity.

In thanking the Director General for his courtesy in referring this matter to the Chamber for opinion before placing it before the Government of India for orders, the Committee regretted that they would be unable to do otherwise than resist the adoption of the proposal with the utmost vigour.

The Chamber was subsequently informed that the Associated Chambers of Commerce of India had intimated to the Director General of Posts and Telegraphs that all the Chambers comprising the membership of the Association were strongly opposed to the adoption of the proposal to substitute a five-letter code system in inland telegrams, in place of the existing ten-letter codes, and at the usual rates of charge for inland telegrams.

TELEGRAM RECEIPT FORMS.

In June 1934, the Associated Chambers of Commerce of India asked for the views of this Chamber on a suggestion of the Upper India Chamber that the time at which telegrams were handed in should be recorded on the receipt issued by the Telegraph Office.

In replying to the Associated Chambers the Committee stated that they understood that the "handed in time" which appeared on telegrams at destination was identical with that which was entered on the telegram by the receiving clerk at the time of presentation by the sender. That understanding was confirmed by reference to the Postmaster

General, Bombay, and the Committee did not therefore think that there was anything to be gained by having the time of handing in entered on receipts also, since a record thereof was already established under the existing procedure.

TELEPHONE CHARGES.

In September 1934, this Chamber was addressed by the Karachi Chamber in connection with the reduction in the rates of charges introduced by the Bombay Telephone Company, Ltd., with effect from the 1st March 1934 and the imitation of the number of internal extension lines. The Karachi Chamber contended that the revised rates did not give relief to subscribers but on the other hand meant an increased charge in certain cases. The Chamber also drew attention to the fact that the Government of India had recently reduced their charges.

The Committee in replying to the Karachi Chamber mentioned that so far from there having been any complaints from members of this Chamber regarding the Bombay Telephone Company's reduced charges they believed that the plan had generally been welcomed in Bombay by those subscribers affected—as either reducing their total telephone charges or giving them more efficient service at a very slightly higher cost.

The Committee added that it must not be overlooked that the interest of subscribers generally was affected if certain subscribers had an insufficient number of exchange lines to carry the number of internal extensions which they required for their business. The Committee were unable to agree with the Karachi Chamber's contention that internal lines were mostly used for invernal (not external) calls and

were in a position to assure the Karachi Chamber that the limitation of internal lines, was not entirely arbitrary but was an overdue condition which might with reason have been insisted on earlier in the interest of the Company's subscribers generally.

The Committee understood that the Company was not in a position to make the general reduction in telephone subscriptions which the Karachi Chamber favoured, while as regards Karachi particularly the Committee were informed that the change over to automatic to which the Company was committed, would entail considerable capital expenditure. In such circumstances it would seem to be difficult to make an effective case for lower charges especially as the Committee understood that the Bombay charges compared very favourably with those paid in cities where the message rate was in operation.

As regards the Government telephone reductions the Committee thought that the Karachi Chamber would probably agree that no true comparison lay—or at any rate that no invidious comparison could fairly be drawn—unless it could be shown that the operations of the Government telephone system at the lower scale of charges were reasonably profitable to the taxpayer as a whole on a commercial basis of account keeping.

In all the circumstances the Committee found it difficult to reconcile the Karachi Chamber's general attitude towards the Company with its record of steady progress during the last few very difficult years, which would surely not have been possible if the Company had not been giving good value and efficient service.

POSTAL ENQUIRY COMMITTEE.

On the 16th March 1934, the Department of Industries and Labour of the Government of India published the following Resolution :—

"No. Es.A.—156/33 (1).—Several enquiries have been made in recent years into the working of the various branches of the Indian Posts and Telegraphs Department. In 1928 the Government of India appointed Mr. G. V. Bewoor, I.C.S., to suggest revisions of the formulæ generally known as "time tests," designed to serve as guides in determining the strengths of staff to be employed in the various duties of the post office. In 1931 the Posts and Telegraphs Accounts Enquiry Committee overhauled the system of accounts and adjustments in force in the department. In the same year the Posts and Telegraphs Sub-Committee of the Retrenchment Advisory Committee made recommendations for effecting immediate and ultimate reductions in the expenditure of the Department, and it reviewed certain specific proposals for retrenchment; but it did not undertake a detailed investigation into the methods of works followed in the departments. In 1933 the Telegraph Establishment Enquiry Committee made a thorough investigation into the traffic organisation of the Telegraph Branch of the Department, and its report is now under the consideration of Government.

2. The Governor General in Council has had under consideration for some time the appointment of a Committee to make enquiries into the working of the Postal Branch of the Department similar in nature to those made by the Telegraph Establishment Enquiry Committee into the working of the Telegraph Branch. It is hoped that this enquiry will produce suggestions for improving the general efficiency of the Postal Branch of the Department and for a simplification of its methods of working; and that the consequent reorganisation may also secure further economies.

3. The Committee will consist of the following officers :—

Chairman.—Mr. M. L. Pasricha, C.I.E., Postmaster-General,

Members.—Mr. Rang Behari Lal, M.A., Indian Audit & Accounts Service; Khan Sahib M. Sabiuddin, B.A., Bar-at-Law, Superintendent of Post Offices; Rai Sahib J. N. Dar, B.A., Superintendent of Post Offices; Mr. K. L. N. Iya, B.A., LL.B., Gazetted Postmaster.

Member-Secretary.—Rao Sahib K. R. Bakhle, B.A., Assistant Deputy Director General.

Terms of reference :—The Committee will—

(*a*) investigate the methods of work followed in all departments of the post office with a view to their simplification ;

(*b*) investigate the methods followed for determining the number of posts of all establishments including signallers employed in post offices, postal and railway mail service divisions and their subordinate offices, and in the offices of Heads of Circles ; and

(*c*) make recommendations to secure the most efficient and economical organisation of the department.

5. The Committee will be authorised to record evidence and make such other investigations as it may consider necessary and will submit its recommendations in relation to the foregoing and cognate matters to the Governor-General in Council through the Director-General of Posts and Telegraphs.

6. The Committee will assemble in New Delhi in the beginning of April 1934."

In June 1934 the Postal Enquiry Committee enquired whether the Chamber had any suggestions to make for their consideration. The Committee of the Chamber in reply stated that they had no suggestions to put forward.

POSTS AND TELEGRAPHS DEPARTMENT.

Appointment of Advisory Committee.

In April 1934, the Associated Chambers of Commerce of India forwarded to this Chamber a copy of a letter addressed to the Government of India, Department of Industries and Labour by the European Group in the Indian Central Legislature suggesting that an Advisory Committee to the Posts and Telegraphs Department should be appointed by the Legislative Assembly, similar to the Advisory Committees that exist in other departments, to whom questions regarding increase or decrease of postal rates and other matters, could

be referred before definite action was taken to bring any such proposal into force.

The Group in their letter stated that they felt that another Advisory Committee of this nature with its non-official element would be of great value to the Department and would render material assistance in determining the precise effects on the public interest of any proposed changes in rates. Furthermore, alterations in postal rates, etc., could be carefully examined by the Committee, both in the light of possible hardship on any particular section of the community and in the light of the effect upon the revenues of the department. The European Group suggested that the Associated Chambers should also address the Government of India in support of their representation.

The Committee in replying to the Associated Chambers of Commerce of India stated that they were agreeable to the Association supporting the proposal put forward by the European Group, and were informed later that this had been done.

VALUE PAYABLE PARCEL AND MONEY ORDER REMITTANCES.

(*See Report* 1933, *page* 236.)

As was stated in the Chamber Report for 1933, the Committee at the instance of a member suggested to the Postmaster-General, Bombay, (1) that the Post Office should fix some minimum volume of business which would entitle individual firms to qualify for payment by cheque of amounts on account of value-payable parcels and money orders. They suggested that the volume of business should be based on the minimum value of the remittances, say Rs. 100 rather than on the number of money orders received, and (2) that a running account might be kept by the Post Office for those desiring it.

The Postmaster-General replied regretting his inability to support either of these suggestions as they stood but after an informal discussion between the Committee and the Director-General of Posts and Telegraphs and himself he promised to go into the matter again.

Subsequently the Postmaster-General informed the Chamber that he had issued orders that in the case of such firms as desired to be paid their money orders by means of postal cheques payment would be made by such means, if the total number of money orders paid on any one day was, at least, four for any one audit office or when the total amount of such orders was Rs. 100 or more.

The Postmaster-General pointed out that there would be certain difficulties in complying with the Chamber's suggestion that the Post Office should keep running accounts and that being so the Committee did not feel justified in pressing the matter further at that stage.

INTERNAL AIR ROUTES IN INDIA.

Bombay-Calcutta Air Mail Service.

In June 1934, the Chamber was informed that Messrs. Tata Sons, Ltd., had been in communication with the Government of India with a view to inaugurating a nightly air mail service between Bombay and Calcutta. The proposals provided for a nightly departure from Bombay and Calcutta not earlier than 9 p.m. and a daily arrival at Bombay and Calcutta not later than 7 a.m. Thus letters posted after business hours in Bombay would be delivered in Calcutta by the first post the following morning, and a reply posted in Calcutta that evening would be delivered in Bombay by the first post on the morning of the second day. By this

means a reply to a letter could be received two days earlier than was possible at the moment. It was understood that the air mail surcharge to the public would be one anna per half tola. Members were circularised on 5th July 1934 and asked to give an estimate of the extent to which they would make use of the proposed air mail service in the event of its inauguration.

As a result of the replies received the Committee were left in no doubt that the establishment of a regular 24-hour service with night flying would be a most desirable development from the point of view of acceleration of postal services not only between Bombay and Calcutta but in connection with the air mail service beyond Calcutta to Rangoon, the Federated Malay States and Java, the full benefit of which could not at the moment be enjoyed owing to the two days occupied in the train journey from Bombay to Calcutta.

It was not possible to make any calculation as to the amount of mail that would be despatched by such a service and experience had shown that any estimates made would be of little value, but the Committee had little doubt that extensive use of the service would be made by the public while it was fairly certain that the service would attract business from new and unexpected quarters once it was started.

The Committee therefore addressed the Industries and Labour Department of the Government of India on the 1st August and registered their full support for the establishment of a daily air service between Bombay and Calcutta. They, however, made it clear that while they regarded it as only a matter of time before the service was established they could not rank it as urgent and added that they must not be taken as recommending that in the existing state of the country's finances any large sum of money should be immediately allotted for this particular purpose.

Subsequently, Indian National Airways, Ltd., forwarded to the Chamber a copy of a letter they had addressed to the Government of India recommending that, in order to provide an efficient network to link up the North, East and West of India and in order to map out the provision of night flying facilities, the main internal air routes should be decided upon so that only those links which fitted into the main scheme might be approved and encouraged. They suggested that Cawnpore should be the main connecting air port from which air lines to Bombay, Calcutta and Lahore would radiate.

In addressing Government on the subject the Committee stated that while they entirely agreed that the successful development of internal air services in India was dependent on the provision of night flying facilities and that Government, when considering their programme of capital outlay, should map out in advance the main internal routes to the best advantage of the country as a whole, they could not accept Indian National Airways' proposals in so far as they related to the Bombay-Calcutta link. The Committee were of the opinion that the two largest centres in India should be connected by the direct route. Direct connection between the most important centres was a generally accepted principle all over the world, minor deviations only being allowed to enable a large town to be served by the main line. It was understood that the proposed diversion *via* Cawnpore would add approximately 160,000 miles of flying per annum thereby imposing an unjustifiable burden on the service and on the taxpayer, seeing that in its early stages at any rate the service would have to be subsidised from public funds.

Furthermore, it was essential that the Bombay-Calcutta service, if it was to justify its existence, should be a daily service, while it was not clear from the Indian National Airways' proposals that the Lahore-Delhi-Cawnpore-Calcutta

line, with which they proposed the Bombay-Calcutta service should be connected at Cawnpore, was intended to be a daily service from the start. In the view of the Committee it would be regrettable if the inauguration of the most important internal air service in India should be held up until it was found profitable to operate a subsidiary service merely for the sake of ultimately merging the two together in a scheme which would afford poorer service at higher cost than the direct service. When the time came for connecting the main Bombay-Calcutta service with the northern one the Committee suggested that the proper method of achieving this object, without sacrificing the advantage of keeping the main route as straight as possible, would be to run a shuttle service between two suitable points of contrat, such as Nagpur and Allahabad.

In conclusion the Committee explained that the submission of the views expressd above should not be taken as in any way modifying the considerations mentioned in their previous letter.

In October 1934 the Associated Chambers of Commerce of India asked for the views of this Chamber on a suggestion of the Upper India Chamber that the constituent Chambers might support a representation that had been made to the United Provinces Government for the establishment of Cawnpore as the main connecting air port in those provinces (*a*) in preference to Allahabad for the Delhi-Calcutta air route and (*b*) in preference to Nagpur in the Central Provinces, for the Bombay-Calcutta air route.

As stated above, the views of the Committee on the question had already been submitted to the Government of India and the Committee therefore forwarded to the Associated Chambers for information a copy of their letter to the Government of India.

In replying to the Chamber's representation the Government of India explained that they had no intention of incurring capital expenditure on the equipment of any air routes in India until they were satisfied that an air service would come into existence on such route, that such air service was soundly organised financially and technically and that it was likely to be successful. The Government of India stated that these conditions had not yet been fulfilled in respect of any of the proposed air services under discussion and added that in deciding the programme of air route development they would be guided by developments. The programme of ground organisation development to be put in hand at the moment was restricted to those air routes on which air services were already or were about to be established.

INDIAN CARRIAGE BY AIR BILL.

A Bill was introduced in the Legislative Assembly on the 13th March 1934 to give effect in British India to a Convention for the unification of certain rules relating to international carriage by air.

The International Convention for the unification of certain rules relating to international carriage by air was signed at Warsaw in October 1929, by certain Governments. The Convention defined the liability of air carriers for injury or damage caused to passengers or goods. The Convention was not signed on behalf of India, but its provisions had been examined by the Government of India and were, in their opinion, suitable to Indian conditions. They therefore proposed to adhere to the Convention as soon as the requisite legislation to implement its provisions had been enacted. To that end they had framed the present Bill.

The Convention applied only in respect of international carriage by air, *i.e.*, carriage between two States signatory

to the Convention, but as there was no law on the subject in India, beyond the general law of contract and the law relating to carriers on land, the Bill sought to provide power to the Governor-General in Council to make rules extending the provisions of the Convention also to internal carriage by air.

The Bill after being referred to a Select Committee was passed by both Houses of the Legislature and received the assent of the Governor-General on the 19th August 1934 (Act No. XX of 1934).

INDIAN AIRCRAFT BILL.

A Bill was introduced in the Legislative Assembly on the 19th March 1934 to make better provison for the control of the manufacture possession, use, operation, sale, import and export of aircraft.

Hitherto aerial navigation in British India had been governed by the Indian Aircraft Act, 1911, and rules made thereunder. In 1919 an International Convention for the regulation of Aerial Navigation was signed by the plenipotentiaries of 27 countries with the object of establishing regulations of universal application and of encouraging peaceful intercourse with nations by means of aerial communications. To this convention India was a signatory. The convention dealt with all questions relating to international aerial navigation, and also provided for the institution of a permanent International Commission for Air Navigation, with very wide powers as regards the formulation of rules for the marking of aircraft, the grant of certificates, rules of the air and so forth. This Commission met from time to time to amend the annexes of the Convention which contained the detailed rules to be observed by the aircraft of all signatory States and by all aircraft when within the borders of those States.

For some years past the inadequacy of the Indian Aircraft Act, 1911, had been increasingly felt, and the stage had been reached where it was no longer possible to control air traffic efficiently, or to implement India's international obligations without fresh legislation. The Bill therefore was designed to enlarge the rule making powers of the Governor-General in Council in order to meet modern developments, to enable Government to give full effect to the provisions of the International Convention and its annexes, and to provide for certain other matters on which legislation had become necessary.

The Bill after being referred to a Select Committee was passed by both Houses of the Legislature and received the assent of the Governor-General on the 19th August 1934 (Act No. XXII of 1934).

PROPOSED AERODROME WITHIN THE MUNICIPAL LIMITS OF BOMBAY.

In September 1934 the Indian Roads and Transport Development Association, Ltd., asked for the co-operation of the Chamber in inviting the Sheriff to call a public meeting with a view to passing a resolution for submission to the Government of India in favour of the establishment of an aerodrome within Bombay Municipal limits.

In reply the Committee stated that on the information in their possession at the moment they were not prepared to support the proposal, and in any case they did not consider it a suitable subject for discussion at a Sheriff's meeting. They suggested as a first step that it would be better for those interested to meet and prepare the case in detail for the establishment of an aerodrome on Block 7 of the Back Bay Reclamation ground or elsewhere within the Municipal

limits of the City of Bombay, after which it would be possible to judge whether the scheme was both desirable and financially practicable.

AIR PARCEL MAIL.

In July 1934, the Associated Chambers of Commerce of India asked for the views of this Chamber on a suggestion made by the Upper India Chamber that the Association should take up with the postal authorities in India the question of the carriage of parcels by air from air ports in India instead of their being conveyed by train to Karachi. After consulting Messrs. Tata Sons, Ltd., the Committee stated that they supported the proposal. They understood that the question as far as Messrs. Tata's air service was concerned was under discussion with the Government of India and that the best means of achieving the desired end was to move the Government of India to press on the Home authorities the desirability of introducing a flat rate for air mail letters from England to India in supersession of the existing system whereby letters for carriage by air in India paid an extra rate above letters which were forwarded from Karachi to their destination in India by rail and sea routes. The Committee pointed out that this change was very desirable in any case, but as far as Indian internal air services were concerned it would result in evening out the loads each way and making the carriage of parcels a much more attractive proposition. For this, the Committee understood, a new type of plane would be required and it seemed only reasonable that operators of air services should, before embarking on the expenditure involved be assured of even loads.

The Committee therefore expressed themselves in favour of the Associated Chambers representing matters to the Government of India in this light.

In December 1934 the Chamber was informed that the Associated Chambers of Commerce of India had addressed the Director General of Posts and Telegraphs pointing out the need for facilities to be provided whereby air mail parcels for Great Britain and Northern Ireland would be accepted at air ports in India with the ordinary correspondence mail, instead of having to be consigned by train to Karachi as at present.

It appeared that the Postal Authorities had no objection to the utilisation of their air parcel mail for envelopes containing commercial correspondence and documents of a bulky nature, and that as soon as a letter exceeded 3½ ounces it became increasingly cheaper to despatch by air parcel mail. But, owing to the absence of the necessary facilities, air parcels were at a distinct disadvantage as compared with air mail letters in the matter of the margin of time allowed for posting.

The Associated Chambers pointed out that having regard to the flat rate recently introduced by the Home Authorities for the carriage of air mail letters from England to India, the Indian internal air services, who connected in the carrying of these letters to air ports in India, would presumably find the carriage of air mail parcels from air ports in India a more attractive proposition than before. It was accordingly suggested that the Indian Postal Authorities should approach Indian National Airways, Ltd., with a view to arrangements being made which would permit of commercial documents being sent by air with the same despatch as letters, but at air parcel mail rates. Such an arrangement it was mentioned would be greatly appreciated by the commercial public who utilised the air mail services.

In this connection the following resolution was adopted unanimously at the annual general meeting of the Associated

Chambers of Commerce of India held at Calcutta on the 17th and 18th December 1934 :—

"This Association urges the Government of India to make such arrangements with the internal air services in India as are necessary to make it possible for air parcels to be carried by air within India."

AIR MAIL CHARGES ON COMMERCIAL DOCUMENTS.

(*See Report* 1933, *page* 237).

In November 1933 the Committee suggested to the Manchester and London Chambers the expediency of addressing His Majesty's Government on the necessity for the cheaper carriage by air mail of commercial documents of all kinds and at the same time endeavouring to solicit the support of other bodies likely to be interested.

The Manchester Chamber in reply stated in a general sense the Indian Executive Committee of that Chamber were in full accord with this Chamber in endeavouring to bring about changes which would facilitate business. In a general sense they viewed with entire sympathy the suggestion of this Chamber for a reduction in the air mail charges on commercial documents but in their experience the essence of a concession in postal rates was that the postal authorities should have the means to guard against abuse. For instance, a postal packet that was being carried at a charge less than the rate for ordinary postage must be left open. The Manchester Chamber felt that in the case of commercial documents this would be impracticable and enquired as to how this Chamber proposed to overcome the difficulty.

The Committee in reply informed the Manchester Chamber that they readily appreciated that if the concession in question was granted the postal authorities must have means to guard against abuse. But it should not, in the Committee's

opinion, be difficult to evolve a simple device which, while providing reasonable security against the documents being being lost or tampered with by unauthorised persons, would enable postal officials to satisfy themselves as to the nature of the contents of packets. Moreover, the Committee pointed out, that a lower scale of charges was already in existence for printed matter carried by ocean mail, and there seemed no reasons why similar differentiation should not be made in the case of commercial documents. Should it be thought necessary to insist on commercial documents being carried in packets with open ends in order that the postal authorities might have sight of the contents there should be no difficulty about making such packets, by the use of string and sealing wax, equally secure against loss of the contents as closed envelopes. Furthermore, it was understood that packets posted in this way with open ends could be registered.

In the meantime the London Chamber also replied stating that both the Civil Aviation and the East India Sections of that Chamber fully agreed with this Chamber as to the desirability of an early reduction in air mail charges and representations were, in fact, made to the authorities on thi subject as recently as September 1933, when a deputation from the Chamber waited upon the Secretary of State for Air who was accompanied by the Assistant Postmaster-General. On this occasion a proposal was put forward for the adoption of a flat rate of about 4*d*. for the first and 3*d*. for each additional unit on all Empire Air Services. It was felt that there would be a better chance of the adoption of this proposal for a flat rate than the introduction of a lower rate for commercial documents alone, as the former was already in use in the case of the air mail from Great Britain to other parts of Europe.

The two above-mentioned Sections were of the opinion that it would be advisable to concentrate every effort on securing the introduction of a flat rate for the Imperial services and a hope was accordingly expressed that this Chamber might be able to see its way to support this view in any further representations which it might be making to the Indian Postal Authorities.

As was noted in the Chamber's Report for 1933 the following resolution was adopted unanimously at the annual general meeting of the Associated Chambers held at Calcutta on the 8th January 1934 :—

"This Association urges the Government of India to take immediate steps to secure the introduction, in all air mail services, external and internal, of concession rates of postage for commercial documents of all kinds.

"The Association further recommends the introduction of reduced rates for the carriage by air of commercial samples."

The terms of the resolution as well as a record of the discussion that preceded its adoption were duly communicated to the Director General of Posts and Telegraphs who in reply merely invited a reference to the speech made by the Hon'ble Sir Frank Noyce, at the meeting and added that the position had not changed in any way since that speech was made. The Hon'ble Member in his speech stated that he had already come to the conclusion that the case for some reduction in the charges for carriage by air of commercial documents was worthy of examination; but he added that owing to the financial position of the Posts and Telegraphs Department Government could not afford to give what in effect would be a subsidy for the carriage of any particular document. The Hon'ble Member promised that if the transport companies reduced their charges such reduction would be passed on to the public.

ARBITRATION CLAUSE IN SHIPPING ORDERS.

In July 1934, intimation was received from the undernoted steamer agents in Bombay that on and from 1st September 1934 the following "ARBITRATION CLAUSE" would be inserted in all Shipping Orders issued by them in respect of cargo booked from Bombay to all ports in the United Kingdom, Continent and United States of America:—

"If any dispute shall arise between the parties hereto touching the construction of this Shipping Order or as to the liability of either party thereunder or as to the amount due by one party to the other, such dispute shall be referred to two Arbitrators who shall be commercial men carrying on business and resident in Bombay, one Arbitrator to be appointed by each party.

If the Arbitrators are unable to agree the matter shall be referred to an Umpire who shall be appointed by the Committee of the Bombay Chamber of Commerce.

The decision of the two Arbitrators if they shall agree or of the Umpire as the case may be, shall be final and binding on both parties.

This agreement to refer to arbitration shall be deemed to be a submission to arbitration under the Indian Arbitration Act, 1899."

Mackinnon Mackenzie & Co., Agents, P. & O. & B.I.S.N. Companies; Forbes, Forbes Campbell & Co., Ltd., Agents, Ellerman and Bucknall Steamship Co., Ltd., Agents, Dollar Steamship Lines Inc. Ltd., American Mail Line; Killick Nixon & Co., Agents, Ellerman's City and Hall Lines, Ltd.; James Finlay & Co., Ltd., Agents, Ellerman Wilson Line, Ltd., Agents, Clan Line of Steamers, Ltd.; Volkart Brothers, Agents, Hamburg-Amerika Line, Deutsch-Australische Dampf schiffs-Gesellschaft A. G. Hamburg; Lionel Edwards, Agents Deutsche Dampfschifffahrts-Gesellschafts "Hansa," American Pioneer Line; Grahams Trading Co. (India), Ltd., Agents, Anchor Line (Henderson Bros.), ; Lloyd Triestino Navigation Co.

"RECEIVED FOR SHIPMENT" BILLS OF LADING.

(*See Reports*, 1922, *Volume I*, *page* 236; 1923, *Volume I*, *page* 175; 1925, *Volume I*, *page* 215.)

In October 1934, this Chamber was asked by the Burma Chamber whether "Received for Shipment" Bills of Lading issued at inland towns were accepted in Bombay as valid Bills of Lading and as fixing the date of shipment of the relative goods.

After consulting the Import Sub-Committee the Committee informed the Burma Chamber that the question of "Received for Shipment" Bills of Lading had been under the consideration of the Committee of this Chamber on several occasions during recent years. In 1925 the Committee instituted a general enquiry into the question whether the use of such bills of lading was on the increase among United Kingdom and Continental shipping companies.

As a result of their enquiry the Committee understood that although such bills of lading were never used in the export trade, bills of lading expressing that goods received on the wharf or on lighters were to be considered as shipped, the ships liability being the same as if on board, were sometimes employed in the import trade mainly by Dutch and German lines. The practice did not then appear to be on the increase.

The Committee stated that the legal position was still not very clear but the English Carriage of Goods by Sea Act which came into force with effect from 1st January 1925 embodied the latest English legislation on the subject. This contained no direct reference to "Received for Shipment" Bills of Lading but paragraph 7 of Art. III recognised the possible existence of a previous "document of title", which

would ordinarily be such a bill, and permitted of its conversion, by noting, into a "shipped" Bill of Lading. While, therefore, the Committee were unanimous in deprecating the practice of issuing "Received for Shipment" Bills of Lading they feared that under existing circumstances importers had no remedy other than taking precautions to safeguard themselves in future contracts.

FREIGHT RATES

Great Britain to India

Towards the end of May 1934 the Conference Lines in Great Britain issued a notification intimating an increase in the freight rates as and from 1st September 1934. The increase ranged from 2*sh.* 6*d.* to 5 shillings per ton.

In addressing this Chamber in June 1934 on the subject the Birmingham Chamber stated that in the opinion of its members, the proposed increase was most unfortunate at the present juncture having regard to the acute competition which was experienced from European countries and especially from Japan. The Birmingham Chamber desired therefore to collate some information as to the relative rates which were obtaining at the present time from these countries as compared with those in operation from Great Britain and asked this Chamber to furnish it with such particulars as would strengthen the case to be presented to the Shipping Conference together with any other data and observations which this Chamber was in a position to make.

The Committee in reply informed the Birmingham Chamber that they had no information in regard to inward freights other than the Conference rates to which that Chamber referred.

FREIGHT ON TEA AND RUBBER SHIPMENTS FROM THE MALABAR COAST TO EUROPE.

In August 1934, the Association Chambers of Commerce of India asked for the views of this Chamber on a suggestion of the Coimbatore Chamber that pressure might be brought to bear on the shipping companies in connection with the recent increases in the steamer freight charges on tea and rubber shipped from the Malabar Coast to Europe.

The Committtee in reply stated that they were of opinion that this was not a matter in which the Associated Chambers should intervene. The Committee considered that as the Tea and Rubber Industries had strong organisations of their own, those organisations were the proper bodies to negotiate with the shipping companies regarding freight rates on the commodities in question.

The Chamber was subsequently informed that in view of the opinions expressed by the constituent Chambers the President of the Associated Chambers had decided not to take any further action in the above matter.

INDIAN MERCHANT SHIPPING RULES 1934.

In July 1934 the Principal Officer, Mercantile Marine Department, Bombay District, asked for the views of the Chamber on certain rules which it was proposed to make under various sections of the Indian Merchant Shipping Act, 1923 (XXI of 1923). The Committee of the Chamber referred each of these draft rules to a special Sub-Committee consisting of Messrs. A. W. C. Brown, C. F. Morris, W. O. A. Young, and Captain C. Brown. In the case of the following draft rules the Committee informed the Principal Officer,

Mercantile Marine Department, that they had no comments to put forward :—

(1) Safety Convention Certificate Rules, under Section 245-J of the Act, published on page 572 of the Gazette of India, Part I, dated 2nd June 1934.

(2) Distress Messages and Navigational Warnings Rules, under Section 191 (1) of the Act, pubished on page 571 of the Gazette of India, Part I, dated 2nd June 1934.

(3) Timber Cargo Rules, under Section 224-M(1) of the Act, published on page 639 of the Gazette of India, Part I, dated 16th June 1934.

(4) Control of Water-tight Opening Rules, under Section 145A of the Act, published on page 791 of the Gazette of India, Part I, dated 14th July 1934.

(5) Fire Appliances Rules, under Section 191 (3) of the Act, published on page 904 of the Gazette of India, Part I, dated 28th July 1934.

In connection with (6) Life Saving Appliances Rules, under Section 191 (1) of the Act, published on page 575 of the Gazette of India, Part I, dated 2nd June 1934, the Committee submitted the following comments :—

The Committee presumed that it was not intended that these rules should be applied to vessels registered under the Inland Steam Vessels Act, I of 1917 and if such were the case the Committee considered that it should be made clear by the insertion of the words " and the Inland Steam Vessels Act, I of 1917 " after the figures " 1933 " in Sub-rule 2 of Rule 1.

The Committee were of opinion that in so far as new ships were concerned the rules were not unreasonable but

they drew special attention to Sub-rule (5) of Rule 43. This laid down that—

"(5) The Governor-General in Council may, subject to such conditions as he thinks fit, exempt—

(*i*) any ship of Classes I and II the keel of which was laid before the 1st July 1931,

(*ii*) any ship of any other class the keel of which was laid before the 1st July 1933,

from any requirement of these rules, if he is satisfied that that requirement is either impracticable or unreasonable in the case of that ship."

From the above it would appear that it was not intended to apply the rules strictly to old vessels. The Committee considered, however, that shipowners were entitled to an assurance that they would not be required to incur unnecessary additional expense on old ships, which might have only a few years' service before them, merely in order to make them comply fully with the new regulations. Frequent changes occurred in the personnel of the surveying staff and differences of opinion might easily arise as to what requirements were "impracticable" or "unreasonable" in respect of a particular ship.

Sub-rule (2) of Rule 47 laid down that—

"In ships in which the voyage exceeds one week, practice musters of the passengers should be held at an early period of each voyage.

"In unberthed passenger ships, when practicable, a number of male passengers unaccompanied by dependents should, as far as possible, be mustered apart from the others in a convenient place whence they can be readily requisitioned to assist in swinging out boats or rounding up falls, etc., if required."

The Committee considered that the second paragraph of this sub-rule should be deleted as they were unable to see what practical purpose would be served by its retention. Such a rule would in the opinion of practical seamen be

difficult and troublesome to enforce and likely to prove more of a hindrance than a help to ship's officers in time of emergency.

In regard to (7) Load Line Rules, under Section 219 of the Act, published on page 642 of the Gazette of India, Part I, dated 16th June 1934, the Committee in the first place strongly impressed upon the Government of India the urgent necessity of the Merchant Shipping Act being re-printed immediately with all amendments to date and also of all the rules under the Act being printed in one comprehensive volume at the earliest possible date after they were adopted.

The Committee considered that it should be made clear that the Load Line Rules did not apply to vessels registered under the Inland Steam Vessels Act, and for this purpose suggested that a Sub-rule (1*a*) should be added to Rule 1, Sub-rule (1), reading as follows :—

"1 (1*a*) Nothing in these rules shall apply to vessels registered under the Inland Steam Vessels Act, I of 1917."

The Committee recommended that in Rule 1, Sub-rule (2) (*iv*) the words "outside port limits" should be inserted after the word "towed" as it could not be intended that barges used in, say, the Bombay Harbour for carriage of cargo from ship to shore and *vice versa* should be classed as steamers for the purpose of the Load Line Rules.

In regard to Rule 3, Sub-rule (2) (*b*) the Committee again urged that the Government of India should be requested to give shipowners an assurance that they would not be compelled to incur unnecessary extra expense in order that their old ships might be made to comply fully with these regulations.

The Committee pointed out that there was apparently a discrepancy between "deck line" as defined in Rule 7, Sub-rule (*a*), and the upper diagram in figure 1. Presumably the diagram was wrong.

The Committee enquired what was meant by "steerage passengers" in Rule 32 as no definition of this expression was given in the Act. The Committee presumed that it should read "unberthed passengers and pilgrims."

The Committee were unable to understand "hossing" used in Rule 42 and presumed that the word "bossing" was intended.

The Committee pointed out that the reference in Rule 64 to Rule 64 should read Rule 63.

The Committee requested that the expression "unit density" in rule 73 should be defined.

PROVISION OF MEDICINES AND SURGICAL APPLIANCES ON BOARD SHIPS.

In December 1934 the Principal Officer, Mercantile Marine Department, asked for the views of the Chamber on a draft of certain amendments that it was proposed to make in the rules under the Indian Merchant Shipping Act in regard to the provision of medicines and surgical appliances on board ships.

After consulting a special Sub-Committee the Committee informed the Principal Officer, Mercantile Marine Department, that they had no objections to the draft amendments except in regard to sub-rules (4) and (5) of rule II, to which they took strong exception, inasmuch as they placed the Port Health Officer in the position of censor of the British Medical Council and other properly constituted medical bodies. In

the opinion of the Committee a person who was duly qualified and registered in accordance with sub-rule (6) of rule II should not require any further license in order to act as medical officer of a ship.

The draft sub-rules (4), (5) and (6) of Rule II read as under:—

After sub-rule (3) of rule II of the said rules the following sub-rules shall be inserted, namely :—

(4) The medical officer of every ship required to have on board a medical officer shall be licensed by the local Government and appointed by or on behalf of the owner of the ship. Every person desiring to obtain a license to act as such medical officer shall apply for a license to the Health Officer of the port of first departure.

(5) The license shall be renewable yearly and shall be in form III in Schedule D annexed to these rules.

(6) A person shall not be eligible for appointment as medical officer unless he—

(*a*) is able to write English, and

(*b*) (*i*) holds a medical qualification registered in the United Kingdom, or

(*ii*) holds a degree or license of a University constituted by law in British India, and is registered in British India, or

(*iii*) is a Fellow or Member of the Bombay College of Physicians and Surgeons or of the State Medical Faculty of Bengal or of the State Medical Faculty of the Punjab and registered in British India, or

(*iv*) is a Military Assistant Surgeon who has passed the special examination conducted by the Director-General, Indian Medical Service, prior to 1922 and is registered in British India."

CARRIAGE OF GRAIN CARGOES IN BULK.

(*See Report* 1933, *page* 246.)

In December 1934 the Principal Officer, Mercantile Marine Department, Bombay District, forwarded to the Chamber a copy of the revised draft rules for the carriage of grain

in bulk and mentioned that the main amendments made in the tentative rules related to the omission of the provision requiring shifting boards on ships carrying bagged grain cargoes. This was considered necessary in view of the provisions of section 225 of the Indian Merchant Shipping Act, 1923.

The Principal Officer, Mercantile Marine Department, asked for the views of the Chamber on the revised draft rules.

After consulting a special Sub-Committee the Committee informed the Principal Officer that they approved the draft rules except that they recommended that the word "oil-cakes" should be deleted from the list of cargo that may be used in the construction of feeders.

SURVEYS ON OIL CAKES PRIOR TO SHIPMENT.

In April 1934, a member represented to the Chamber that the surveys that were held on shipments of oilcake were, in their opinion, entirely superfluous and they considered that if steamer Agents at Bombay wished to hold these surveys they should pay the Marine Surveyor's fees themselves. The member added that they shipped considerable quantities of oilcakes from Kathiawar and Madras ports and at none of these ports were their shipments subjected to survey, although they were carried by the same lines, and in some instances by the same steamers, as those trading from Bombay. As an alternative the member suggested that, in view of the practice prevailing at other ports, the question of whether oilcakes were fit for shipment should be left to the discretion of Marine Superintendents or Captains of the steamers concerned.

After consulting the Shipping and Export Sub-Committee the Committee informed the member in the first place that

the Chamber was not responsible for introducing surveys on oilcakes. It was understood that prior to 1923 a number of fires occurred in vessels carrying oilcakes from Bombay, the origin of the fires being traced to the cake. At the instance of underwriters surveys were started and since that date fires had been practically eliminated. The quality of oilcake had undoubtedly improved since the system was put into force but any relaxation might lead to a reversion to the old conditions. The Committee were therefore of the opinion that the system of holding surveys on oilcakes prior to shipment should continue. They did not agree that the shipment of this commodity should be left to the discretion of Marine Superintendents or Masters of vessels, as this would probably lead to disputes and possible delay, and were a disaster to occur to a steamer carrying cake loaded under such conditions insurance interests would raise issues prejudicial to the interests of shipowners, and therefore of shippers also.

In regard to shipments of oilcake from other ports in India, the Committee understood that facilities for survey had not hitherto been available at all ports but that arrangements were now being made for surveys by qualified surveyors at the principal Kathiawar ports. The Committee had no information as to the conditions prevailing on the Madras Coast nor was it a matter which directly concerned this Chamber, but they were of the opinion that in the interest of all concerned a system of surveys should be brought into force at all ports on the west coast of India.

In regard to the cost of the surveys, the Committee pointed out that the scale of fees was not fixed by the Chamber. If it was considered that they were too high in relation to the price of the article, this appeared to be a matter for exporters to take up with the surveyors and was not one in

which the Chamber could intervene. Lastly, as regards the suggestion that the shipping companies should bear the whole or a portion of the survey fees, this again appeared to be a matter for settlement between shippers and shipping companies.

HEDJAZ PILGRIM GUIDES BILL.

A Bill was introduced in the Legislative Assembly on the 31st March 1932 to regulate the activities of persons in British India who offered to assist Muslim pilgrims to the Hedjaz. In the statement of objects and reasons attached to the Bill it was mentioned that muallims, that is, professional pilgrim guides, many of whom were foreign subjects, played an important part in connection with the Haj pilgrimage. Their activities were originally confined to the Hedjaz, but were extended to the recruitment of pilgrims from foreign countries, and with this object in view foreign muallims frequently visited India. During the three or four months preceding the Haj Day, muallims, both Indian and foreign, toured throughout the country especially Bengal, endeavoured to secure as many clients as possible and escorted them to the Hedjaz. Some of them did their work honestly and to the benefit of pilgrims, but unfortunately others were unscrupulous and dishonest. The question whether any action could be taken to control the activities of muallims and their agents in India was accordingly examined by the Haj Inquiry Committee, *vide* paragraphs 244 to 248 and recommendations 194 to 202 of their Report.

In Bengal and Bombay there were already provincial Acts under which every "pilgrim-broker" or person dealing as an intermediary in passage ticket for pilgrims was required to take out a licence for carrying on his trade; but only

the Bengal Act extended to muallims and required them, unless they were Arab subjects, to obtain licences. The Bengal and Bombay Acts had no force in other parts of India. The Haj Inquiry Committee recommended that the provincial Acts should be replaced by an Act of the Indian Legislature which Act should require all muallims and their agents, of whatever nationality, to obtain licences to carry on their trade in any part of India. The Government of India examined the Committee's proposals in consultation with the Governments of Bombay and Bengal and other interested parties, including the Standing Haj Committee of the Indian Legislature, and came to the conclusion that legislation on the subject was necessary. The Bill was designed to give effect to this decision.

The Bill was referred to a Select Committee who reported on it in November 1932. A copy of the report of the Select Committee was received by the Chamber in June 1934 and after consulting members interested the Committee addressed the Government of India and pointed out that it had been represented to them that Clause 6, which penalised persons for acting as pilgrim guides without a licence, was likely to be interpreted greatly to the disadvantage of the ship-owner, and the Committee were therefore of the opinion that it should be made clear that Clause 6, read in conjunction with Clause 2 (*b*) "Definition of a pilgrim guide," was not intended to apply to the shipping companies engaged in the pilgrim trade nor to the salaried staff of such companies, who were employed for the purpose of attending to the needs of pilgrims and whose duties included the booking of pilgrims' accommodation, meeting them at stations, seeing to their passports, finding them accommodation at the ports, etc.

The Committee were informed later by the European Group in the Central Legislature, that Government were not

proceeding with the Bill owing to the wide discrepancy in the views of the Muslim community which were apparently incapable of adjustment.

PROTECTION AGAINST ACCIDENTS OF WORKERS ENGAGED IN LOADING AND UNLOADING SHIPS.

INDIAN DOCK LABOURERS BILL.

(*See Reports* 1928, *Vol. I, page* 197; 1930, *Vol. I, page* 183; " 1933, *page* 250.)

A Bill was introduced in the Legislative Assembly on the 18th September 1933, to give effect in British India to the Convention concerning the protection against accidents of workers employed in loading and unloading ships.

The International Labour Conference at its twelfth session held in 1929 adopted a Draft Convention concerning the protection against accidents of workers employed in loading and unloading ships. At its sixteenth session held in 1932 the Conference adopted a Revised Draft Convention incorporating in the original Draft Convention certain amendments proposed by Governments who had experienced difficulties of a practical nature in considering the question of ratifying the original Convention. The Revised Draft Convention was of exactly the same scope and character as the original Draft Convention adopted in 1929 and differed from it only in certain matters of technical detail. After consulting the Local Governments and through them the Port Trusts and commercial bodies the Government of India came to the conclusion that the Revised Draft Convention should be ratified on behalf of India. The Bill was intended to give effect in India to the Revised Draft Convention.

After consulting the Shipping and Export Sub-Committee the Committee in addressing the European Group in the Legislative Assembly in connection with the Bill offered the following comments and suggestions.

It was understood that most of the provisions contained in the Bill were already complied with in nearly all steamers. The Committee suggested that where the new regulations entailed structural alterations to steamers, they should only be applied to vessels built after the Act came into force and that steamers already in service should be exempt.

The Committee suggested that Section 3 should be be made clearer in its scope, and appointments of inspectors should be limited to those with knowledge of shipping matters preferably practical seamen.

It was pointed out that the English Act provided for the denouncement of the Convention in 10 years but this appeared to be too long a period in India where it was largely of an experimental nature; the Committee suggested that this period should be reduced to 5 years.

Section 10(3) provided that complaint of any offence under the Act must be made within 6 months of the date on which the offence was alleged to have been committed. The Committee considered that a period of six months was too long. In that time the shipowner might be deprived of the evidence of those responsible for the arrangements. Complaints should be lodged before the steamer left port.

It appeared to the Committee that the time when very careful consideration would be needed was when the Rules under Sections 5 and 6 were published as required by Section 7. The Committee requested that Government should be asked to allow ample time after the publication of the Draft Rules

Under Section 1 (2) the Act will apply to the whole of British India. The Committee supported a suggestion of the Bombay Port Trust that Government should be asked to take steps to induce maritime Indian States to undertake similar legislation as regards their ports.

The Bill after amendment was passed by both Houses of the Legislature and received the assent of the Governor-General on the 19th August 1934. (Act No. XIX of 1934.)

STANDARD GHEE RATIONS FOR LASCAR CREWS.

(*See Reports* 1929, *Vol.* I, *page* 177 ; 1933, *page* 249.)

It was stated in the Chamber's Report for 1933 that the Committee suggested to the Bengal Chamber that the latter should approach the Government of India and urge them to issue the necessary instructions to Port Health Officers so as to ensure that a certificate of standard of quality of ghee for lascar crews granted at any port should be accepted at all ports and be valid for a stipulated period.

The Bengal Chamber in April 1934 forwarded to this Chamber a copy of a circular letter that had been addressed to all steamship companies operating in Calcutta. In this it was stated that the difficulties experienced by shipping companies, through the requirements of one port differing from those of another port, were brought to the notice of Government, and up to recently, the position, as the Chamber Committee understood it, was that the Government of India had decided that any certificate of standard of quality granted by the Health Officer at one port in India would be valid at any other port in India for a stipulated period, the delay in issuing instructions being due to Government having to wait for replies regarding the system to be adopted for the sealing of samples.

In connection with their further representations to the Government of India regarding the need for early instructions to be issued to Port Health Officers in regard to these matters, the Bengal Chamber Committee stated that they had received advices from the Government of India, Commerce Department, to the effect that Government were issuing a circular to their officers at the ports asking that consignments of ghee passed at one port should not be condemned at another port during the period for which the official seals held good.

A copy of the above circular letter was forwarded to all steamer agents in Bombay for their information.

LASCAR SEAMEN ON BOARD FOREIGN GOING SHIPS.

PROPOSED REVISION OF SCALE OF PROVISIONS.

(*See, Report* 1930, *Volume* I, *page* 193).

In July 1934 the Government of India, Department of Commerce, asked for the views of the Chamber on certain changes that had been suggested in the food scale for lascar seamen prescribed by the Government of India in Notification No. 31-M.II-30 dated the 1st August 1931. It was stated that these suggestions had been made as a result of an informal conference of medical officers of the India Office, the Ministry of Health and the Mercantile Marine Department, which had been held in London under the auspices of the Board of Trade and their object was to amend the dietary for lascar seamen in the light of modern knowledge and in such a way as to afford to them a greater degree of immunity from Beri Beri than the existing dietary did.

At this conference the following recommendation was finally made :—

"That the proportion of vegetables (particularly potatoes) might well be increased from 6 ozs. to 10 ozs. a day, the daily rations of rice and flour being each reduced by 2 ozs. to correspond."

In addition, the following suggestions were put forward for the consideration of the Government of India :—

(1) That the ration of tinned (condensed) milk might be increased from 4 ozs. per man per week to that allowed under the Merchant Shipping Act, 1906, namely one-third of a pound per man per week.

(2) that "atta" (Indian whole-wheat flour) might be substituted wholly or partially for the existing ration of flour. In this connection the opinion was expressed that "atta," if packed in tins might keep well enough to be used on board ship; alternatively, the possibility was suggested of using a grinding machine by which "atta" could be prepared on board as required for use, in which case wheat, which kept well, could be stored instead of "atta";

(3) that lemon and orange juice should be substituted for lime juice;

(4) that herrings and kippers, nuts and soya beans should be introduced into the scale (the suggestion appeared to be that herrings, which could be fresh, pickled or tinned, might be substituted for dried fish on one of the fish ration days); and

(5) that fresh meat at the sea ration of 4 ozs. be issued 4 days a week in all weathers and the fish ration on 3 days.

After consulting the Shipping and Export Sub-Committee, the Committee in replying to the Government of India stated that, ordinarily, they would hesitate to oppose recommendations of any medical conference in matters of health, but the holding of an informal conference in London did not appear to them to be the best manner of dealing with a problem that concerned tropical conditions. A meeting of experts closely in touch with the life of Indian seamen could have been convened in this country, and any suggested amendments discussed fully.

The Committee felt that they must oppose the suggestions pending full enquiry in this country in collaboration with all shipping interests, more especially in regard to the

suggested substitution of lemon juice which was not normally obtainable in India in sufficient quantity and the innovation in respect of tinned foods. The Committee added that generally speaking, lascars when employed afloat in tropical waters, were a very healthy class of men, and the need for alteration in the scale of rations was not immediately obvious.

PORT TRUST TRANSHIPMENT WHARFAGE CHARGES.

As stated elsewhere in this report the Government of Bombay, with a view to checking the diversion of the export cotton traffic from Bombay, introduced in the Legislative Council a Bill to abolish the Town Duty on imported cotton. The G. I. P. and B. B. & C. I. Railways also reduced their rates of freight. The Bombay Port Trust reduced their Docks wharfage charges on cotton. At the same time the Port Trust proposed to rectify the anomaly whereby cotton for foreign export transported from a West Coast port to Bombay by country craft and loaded overside in the Docks got the benefit of half the concessional coasting rate—reducing the charge to about 1¼ annas per bale against the reduced Docks basic rate of 8 annas (plus 12½ per cent. surtax) per bale. This anomaly arose from the existing wording of the rules in the Docks Scale of Rates relating to transhipment of coasting cargo, Section VII.

N.B.—The application of wharfage under Section I or II will be determined by the port of origin."

The Port Trust considered that this rule was not in consonance with the intention underlying the introduction

of the concessional tariff applicable to West Coast traffic. It was not the intention that cargo from a West Coast port for foreign export should get the benefit of a lower wharfage rate than local cargo shipped in the same manner. It was therefore proposed to delete the above rule and substitute the following :—

> "*N.B.*—The application of the wharfage rates under Section 11 shall be restricted to transhipments effected between any two ports lying within the limits of the prescribed area."

Subsequently, however, it was represented to the Port Trust by the principal Shipping Lines engaged in the development of the coastal trade that the amendment involved a serious increase in their transhipment wharfage charges in respect of certain specified commodities namely cashewnuts, coffee, betelnuts, pepper and spices of all kinds—an increase which the prevailing margin of freights could not bear—and they apprehended a serious setback to their efforts to develop this entrepôt trade if relief was not immediately afforded. Certain amendments in the wharfage charges were accordingly made by the Port Trust and these, it was understood, met with the satisfaction of the steamship companies.

PLASTER OF PARIS.

PORT TRUST WHARFAGE.

(*See Report* 1933, *page* 268).

It was mentioned in the Chamber's Report for 1933 that the Chamber had suggested to the Bombay Port Trust that the wharfage rate on Plaster of Paris might be brought into line with that charged on Chemicals and China Clay *i.e.*, Rs. 3 per ton instead of the former rate of 12 annas plus 12½ per cent=13½ annas per case of 1 cwt.

Intimation was received in March 1934 that the Trustees had sanctioned the reduction in the wharfage fees on Plaster of Paris on the lines suggested by the Chamber.

ASSESSMENT OF GOVERNMENT PROPERTIES TO MUNICIPAL TAXES.

On the 12th March 1934, the Government of Bombay published a Bill further to amend to the City of Bombay Municipal Act, 1888. In the statement of objects and reasons attached to the Bill it was mentioned that the question of removing some of the difficulties and anomalies in the working of the sections of the City of Bombay Municipal Act, 1888, dealing with the assessment of Government properties to municipal taxes had been engaging the attention of the Corporation for a long time. At the instance of the Municipal Commissioner for the City of Bombay, a Committee of experts was appointed by Government to discuss what changes should be made in the system under which Municipal taxes were assessed on Government properties in Bombay in order to adapt it to the present position of Government, which had altered in certain important respects, since the Act was passed in 1888. The Committee recommended :—

(1) That Government residential properties including military officers' rentable quarters should be made legally liable for water tax and halalkhore tax on value.

(2) That charitable and religious institutions owned by Government should be made eligible for the same concessions in respect of water charges as private institutions of the same nature.

(3) That the properties of State-owned Railways should be excluded from Section 143 (I) (*b*), (this had been done by Bombay Act X of 1928).

(4) That a special section corresponding to section 85 of the City of Bombay Improvement Trust Transfer Act of 1925 should be enacted for the taxation of Development Department chawls referred to in Section 195B (2) and that these chawls should also be liable to pay water tax and halalkhore tax as private properties.

The main provisions of the Bill had been drafted in the light of the recommendations of the Committee which had to a large extent been accepted by the Corporation.

The Committee of the Chamber considered the Bill in consultation with a special Sub-Committee and in addressing the Government of Bombay on the subject observed that by Clause 3 of the Bill it was proposed to give the Municipality power to make a profit on its water tax and they had no objection to this as a general principle. But in considering the desirability of making this amendment in the Municipal Act, it was necessary to appreciate what the position was to-day as regards the Municipal arrangements for charging for water supplied to the City.

The Committee pointed out that there were two bases for charging for water. Firstly a rate per cent. of the rateable value of buildings and lands, and secondly a measurement rate by meter. The first rate as fixed by the Corporation worked out, the Committee were informed, at 2·10 annas per 1,000 gallons, while the rate to consumers by meter measurement varied from 10 annas per 1,000 gallons, paid by Government to Re. 1 per 1,000 gallons paid by the B. B. & C. I. Railway.

The cost to the Municipality of water supplied to the City in the year 1932/33 was 3·3 annas per 1,000 gallons, and it would thus be seen that the Corporation was already making a very large profit on part of its supply in order to

keep the rate fixed on the rateable value of buildings and land at a level which did not cover cost.

One-sixth of the total water supplied by the Municipality was charged for by meter measurement and the revenue from this one-sixth of the supply was, in round figures, half the Municipality's total water revenue.

These being the actual circumstances, the Committee felt very strongly indeed that what was wanted was not an amendment of the Act to make it clear that the Municipality might make a profit on its water tax, but an amendment to lay down an equitable basis for levying a charge which would bear reasonably on all consumers. The existing position whereby one class of consumer was benefited at the expense of another constituted a position which, in the opinion of the Committee, required early adjustment especially when it was realised that it was mainly the trade interests of the City who paid by meter measurement.

The Committee stressed specifically the case of the Bombay Port Trust. The rate which the Port Trust paid was 14 annas per 1,000 gallons, as against a cost to the Municipality of 3·3 annas per 1,000 gallons. The Committee considered that this was a totally unjustifiable charge, and added weight was lent to this view when it was remembered that the main problem confronting the Bombay Presidency to-day was the prevention of the diversion of Bombay's trade to other ports.

Until the above state of affairs was rectified, the Committee strongly opposed the amendment of the Act as proposed in Clause 3 of the amending Bill.

It was noted that, by Clause 8 of the Bill, it was proposed to enact that the maximum rate to be charged by the Municipality to Government for the water supplied by

measurement should be not more than the average cost of the supply of water to the City in the preceding year, plus 20 per cent. The Committee fully approved of the principle underlying this proposal which was that Government should not be made to pay for water a rate considerably in excess of the cost to the Municipality, but they observed that the fixing of a maximum rate was confined to water supplied to Government, and, unless some similar provision was inserted to protect other large consumers of water by measurement, the inevitable result would be that the rate charged to these other consumers by the Municipality would be raised to compensate for the loss of revenue resulting from the fixation of the Government rate for water at a reasonable level. The Committee were informed that the Government's yearly bill to the Municipality at the present rate of 10 annas per 1,000 gallon was in the neighbourhood of Rs. 3,30,000. If the rate as proposed in Clause 8 of the Bill was fixed at 20 per cent. above the actual cost, the new rate would be in the neighbourhood of 4 annas per 1,000 gallons. There would thus be a loss of approximately Rs. 2 lakhs from this source which the Municipality would have to make up, and in view of past practice and experience there was not the least doubt in the minds of the Committee that the Corporation would have recourse to raising the existing inordinately high rate for water by measurement to other consumers. In these circumstances the Committee felt that they must oppose this Clause, though they fully sympathised with Government's desire to see the rate charged to Government put on a reasonable basis at the earliest possible date.

In all the circumstances, the Committee strongly urged that the Bill in its existing form should not be proceeded with in the meanwhile, or failing this, that Clauses 3 and 8 should be omitted pending further consideration of the

problem by all parties concerned in consultation with the Municipal Corporation. In their letter to Government dated 25th April 1934, the Bombay Millowners' Association suggested the appointment of a representative Committee to go into the question and make recommendations for an amicable settlement of what was obviously going to be an extremely thorny problem and the Committee lent the full weight of their support to this suggestion.

With reference to Clause 4 of the Bill, the Committee noted that it was proposed to put Government House, Bombay, and Post and Telegraph Offices in the City on the same footing as other Government Offices under Section 143 (1) (*b*). They considered it reasonable for Government House to be so classed, but they could see no justification for the Post and Telegraph Department of the Government of India being treated on any different basis from the Railways, and they therefore recommended the omission of the words ".....and buildings or lands, or parts thereof, as the case might be, used for the purposes of Post or Telegraph Offices" from the explanation in Clause 4.

The Committee were given to understand subsequently that the Government of Bombay discussed the question at an informal conference of representatives of the interests concerned and eventually decided to drop the bill for the time being.

TOWN DUTY ON INDIAN RAW COTTON.

A Bill was introduced in the Bombay Legislative Council on 19th March 1934, for the purpose of amending the City of Bombay Municipal Act, 1888. It was considered necessary to abolish, with effect from the 1st day of April 1934, the town-duty which was being levied under section 195A of the City of Bombay Municipal Act,

1888, on raw cotton imported into the City of Bombay, since the passing of the City of Bombay Municipal and Improvement (Amendment) Act, 1920. The reasons for the proposed abolition of the duty were : firstly, this duty assisted the increasing diversion from the City of Bombay of the trade in the export of raw cotton ; and secondly, in view of the prevailing low prices of raw cotton it was desirable, in the interests of the grower, to remove as far as possible every hindrance to the demand for Indian cottons.

The Bill was passed by the Legislative Council on 19th March 1934, and received the assent of the Governor-General on 29th March 1934. (Act II of 1934).

TOWN DUTY ON PLYWOOD.

In February 1934 a member informed the Committee that they understood that the Bombay Municipality had abolished the town duty on plywood some six years ago but had recently reimposed the duty. They added that they were informed that plywood was included by the Municipality under the heading of " timber," whereas this was a debatable point.

The Committee in reply informed the member that there was no record in the Chamber's Office that the town duty on imported plywood was abolished some six years ago. On the contrary, the Committee's information was to the effect that the town duty had been regularly charged on imported plywood.

The Committee added that they saw no ground for the contention that plywood was not timber, for, in their opinion, it was nothing else, except in so far as glue and tape entered into its manufacture, and they saw no reason why a 3/16" plywood board should not be subject to the same duty as a ½" solid board which it probably replaced.

TRADE DISPUTES ACT.

(*See Reports* 1921, *Vol. I, page* 67 ; 1924, *Vol. I, page* 97 ; 1925, *Vol. I, page* 101 ; 1926, *Vol. I, page* 65 ; 1928, *Vol. I, page* 104 ; 1929, *Vol. I, page* 90 ; 1933, *page* 286.)

It was mentioned in the Chamber's Report for 1933, that the Committee in replying to a reference from the Labour Commissioner observed that the Trade Disputes Act, VII of 1929, as it stood was practically a dead letter as far as sections 3 to 14 were concerned, and, if it was considered worth while to make the Act a permanent measure it must be worth while to make it useful and operative. The Committee proceeded to put forward certain suggestions for the amendment of the Act.

A Bill was introduced in the Legislative Assembly on the 26th February 1934 to extend the operation of the Act. In the statement of objects and reasons attached to the Bill it was mentioned that the Trade Disputes Act, 1929, was due to expire on the 7th May 1934. Opinions had been collected on the question of converting it into a permanent measure. The majority of Local Governments and the bulk of non-official opinion favoured this course, and the Bill sought to make the Act permanent.

In introducing the Bill, the Hon'ble Sir Frank Noyce, Member for Industries and Labour, said :—

" In order to remove possible misapprehensions, I should like to add one observation. As the House is aware, we have canvassed opinions on the amendment of the Trade Disputes Act and have received a number of suggestions. The fact that this Bill is limited to the continuance of the Act in its present form should not be taken to mean that we have rejected proposals for change. The position, as the House knows, is that legislative business this session is very heavy and this has made it almost impossible for us to ask the

House to consider further amendments to this measure during the present Session. The Act is due to expire on the 7th May and we could not, therefore, defer our proposals to a later date, but, if the present Bill is passed, the other proposals will be carefully examined with a view to considering what further amendments are required in the main Act."

The Bill was passed by both Houses of the Legislature and received the assent of the Governor-General on the 28th April 1934. (Act No. XIII of 1934).

BOMBAY TRADE DISPUTES CONCILIATION BILL.

On the 3rd August 1934, the Government of Bombay published a Bill to make further provision for the settlement of trade disputes by conciliation.

Prior to the publication of the Bill the Government of Bombay asked for the Chamber's views on its provisions. After consulting the Labour Sub-Committee the Committee in addressing the Government of Bombay stated that they welcomed the decision of the local Government to put forward legislation of the nature of the proposed Bill. At a first glance the Bill seemed to be weighted very much in favour of labour, but recognising the extraordinary conditions existing in Bombay the Committee felt that the Bill should be given an opportunity of functioning to prevent the wasteful industrial disputes which had been such a feature of industrial Bombay life during the post-war period.

It was stated in Sub-sections 1 and 3 of Section 2 that the Act would apply in the first instance to the textile trade or industry in the City of Bombay and the Bombay Suburban District. It appeared that it was intended that the application of the Act should be extended to other trades and industries should the Governor in Council deem it necessary to do so.

The Committee stated that they approved of the proposed legislation generally but they were of opinion that the Act should be given a trial for a period of, say, 3 years, and then reviewed if there was any change in the present system of Trade Unionism in Bombay, with a view to bringing the law more into line with the British legislation.

In connection with the question of the duties of the Labour Officer (Sub-section 2 of Section 5), it was suggested in the Bill that that officer should take steps to represent the grievances of workmen to employers for the purpose of obtaining their redress. The Committee felt that if this paragraph was left as it stood it might do actual harm; for, among the hundred thousand textile workers in Bombay many would have "grievances" real or imaginary and it would be quite impossible for the officer to enquire into and deal with them in all. The workers might thus have no faith in him and the so-called Labour Unions by ridiculing the system might gain prestige. It seemed to the Committee therefore that the duties of the Labour Officer appointed under the Act should be to watch the interests of the workmen and as far as practicable act as a minor concilator in endeavouring to produce harmonious relations between the workmen and the employers and that he should represent to employers only such grievances of the workmen as he considered well-founded. The Committee suggested that the words "in cases where he is satisfied that the grievances are well-founded and likely to lead to a trade dispute" might be added at the end of Sub-section (2) of Section 5.

In the explanation to Sub-section 3 of Section 9 it was stated that where an employer was a company registered under the Indian Companies Act of 1913, every director of such company should be liable to punishment for an offence

under that Sub-section, that is to say, failure or refusal to appoint a delegate to appear before the Conciliator as provided for in Section 8. It seemed to the Committee that it would be sufficient for the purposes of the Act if, in the case of a Limited Company, the Company should be permitted to register the name of a person on whom such notices should be served and who would be liable for the payment of any fine for disobeying such notices. Such a system would then cover the position of industries which were managed by a Board of Directors in countries other than India of which there would be several if the Act was extended to other industries in the City.

Section 11. The Committee were of opinion that conciliation proceedings should be held *in camera* but there would be no objection to a Press Note being issued by the Conciliation Officer.

Section 15. The Committee were very strongly of opinion that any documents obtained from employers by the Labour Officer or the Conciliator for the purposes of their enquiry should be kept strictly confidential and should not be disclosed to the public.

In the statement of objects and reasons appended to the Bill as published it was mentioned that in view of the labour unrest which had prevailed in the textile industry in Bombay City since 1921 and of its disastrous results not only on the industry itself but also on the prosperity of Bombay City, as a whole, the Government of Bombay decided that steps must be taken without further delay to establish a regular system of conciliation of disputes between the millhands and the employers with the object of preventing or at any rate reducing strikes as far as possible in the future. They considered that the best system to

adopt would be to appoint a Government Labour Officer whose duty it would be to look after the interests of labour in the industry and do his best to promote close contact between the employers and their employees, the absence of which had undoubtedly contributed greatly to the numerous strikes which had occurred in the past. Government also decided that the Commissioner of Labour should be appointed ex-officio as Chief Conciliator and that they should have the power to appoint suitable persons as Special or Assistant Conciliators when occasion demanded that they should be appointed. The best means of establishing this system appeared to be by means of an Act of the Legislature describing the duties of the Labour Officer and of the Chief Conciliator and other Conciliators and the methods by which the employers and labour could approach them for conciliation when disputes might arise. Government considered that though for the present the Act should be applicable to the textile industry in Bombay City and the Bombay Suburban District only, it was desirable that they should be invested with power to extend its provisions to any industry elsewhere in the Presidency which might in the future require a similar system of conciliation.

The Bill was passed by the Bombay Legislative Council after amendment, on the 27th August 1934. (Act No. IX of 1934.)

WORKMEN'S COMPENSATION ACT.

Liability of Employers for Injuries arising out of Earthquake.

In April 1934, the Calcutta Accident Insurance Association drew the attention of the Bengal Chamber Commerce to a recent decision of the Privy Council arising out

of the earthquake at Hawkes Bay, New Zealand, in February 1931, by which employers had been held liable to pay compensation under the Workmen's Compensation Act in respect of death or injuries from this cause sustained by workmen whilst engaged in the course of their employers' business. The Calcutta Accident Insurance Association suggested that the Bengal Chamber should impress upon Government the necessity for legislation to make it clear that accidents caused by or arising out of earthquake or other convulsions or forces of nature, unless it could be proved that the nature of the employment itself involved some special exposure to such risks and that the accident arose out of such special exposure, were definitely excluded from the operation of the Workmen's Compensation Act. It was further suggested that as the matter was an all-India one the representation might be made direct to the Government of India through the Associated Chambers.

A similar representation was received by the Bombay Chamber from the Bombay Accident Insurance Association.

The Associated Chambers of Commerce of India enquired whether this Chamber was agreeable that the Government of India should be addressed as suggested by the Calcutta Accident Insurance Association.

The Committee in reply informed the Associated Chambers that they considered the Government of India should be addressed as suggested. They added that they had no objection to the Associated Chambers making the epresentation but they suggested that it might be preferable for the Employers' Federation of India to make the main representation, which could then be supported by the Associated Chambers.

The Chamber was informed later that the Associated Chambers had addressed the Government of India on the lines suggested.

NINETEENTH SESSION OF THE INTERNATIONAL LABOUR CONFERENCE.

In a press communique issued on the 3rd October 1934 the Government of India intimated that as at present arranged the 19th Session of the International Labour Conference will be held at Geneva in May-June 1935 when the following subjects will be on the agenda :—

I. Maintenance of acquired rights and rights in course of acquisition under invalidity, old-age, and widows' and orphans' insurance on behalf of workers who transfer their residence from one country to another.

II. Employment of women on underground work in mines of all kinds.

III. Unemployment among young persons.

IV. The recruiting of labour in colonies and other territories with analcgous conditions.

V. Holidays with pay.

The first two subjects were discussed at the 18th session held in June 1934, and will be for final consideration ; the fourth and fifth subjects will come up for first discussion ; while the third subject will be for first or final discussion.

In December 1934 intimation was received from the Associated Chambers of Commerce of India that the Punjab Chamber were putting forward the name of Rai Rahadur P. Mukerjee, M.L.C. for nomination as the employers' delegate to the above Conference.

INDIAN HEMP.

CONTRACT FOR SALE IN LONDON.

(*See Report* 1933, *page* 31).

In September 1934, the Secretary of the Imperial Council of Agricultural Research informed the Chamber that the Indian Trade Commissioner in London had been advised of the recommendation of the firms interested in the hemp trade that the f.a.q. contract for Indian hemp should be abolished, at least for some years, as one of the first steps towards better regulation of the hemp trade. The Indian Trade Commissioner was asked to invite the views of the London Hemp Association on the proposal.

The Indian Trade Commissioner subsequently informed the Imperial Council of Agricultural Research that he could not place the matter officially before the Association as this would have entailed considerable loss of time. He had, however, ascertained from some prominent members of the London Hemp Association that the London Hemp trade would be opposed to the withdrawal of the f.a.q. clause from the contract as they considered that such action would lead to chaos. The members of the Association who were consulted were of the opinion that under existing conditions Indian hemp was improving in quality and that more satisfactory shipments were coming forward. One member particularly suggested that it might help matters if the London Hemp Association were to supply type bales of what they considered to be "fair average quality" of each of the various grades.

The Secretary of the Imperial Council of Agricultural Research enquired whether any progress had been made in the matter of preparation of standard quality bales in India.

After consulting members interested the Committee informed the Secretary of the Imperial Council of Agricultural Research that no progress had been made in the above connection.

INDIAN HEMP.

Valuation of Samples.

In February 1934 the Imperial Council of Agricultural Research informed the Chamber that the Director of Agriculture, Central Provinces, Nagpur, had a number of samples of Sann hemp on which he desired to obtain authoritative valuations. As it was considered likely that these samples would be of interest to several members of the Chamber the Council enquired whether arrangements could be made for these valuations.

After consulting members interested the Committee informed the Imperial Council of Agricultural Research that if the samples of hemp in question were sent to the Chamber's office they would endeavour to have them valued by members interested. It had been suggested by a member, however, that the samples should be sent to London for valuation, as, in his opinion, any valuation placed locally could only be nominal owing to lack of expert knowledge. The Committee offered to arrange for this either as an alternative to the suggestion for valuation in Bombay or as a check on this valuation.

The samples were duly forwarded to the Chamber and valued by a member.

PROPOSED RESTRICTION ON OUTPUT OF COAL.

In July 1934 the Government of Bombay asked for the views of the Chamber on a scheme put forward by the Indian

Mining Association with the support of the Indian Colliery Owners' Association for the compulsory restriction for a period of three years of the output of coal in Bengal, Bihar and Orissa and the Central Provinces. The main features of this scheme were (*a*) a reduction not exceeding 25 per cent. in the output of all but small collieries in Bengal and Bihar and Orissa; (*b*) the maintenance of existing output in the Central Provinces; (*c*) the grant of special treatment to recently opened collieries; (*d*) the safeguarding of *bona fide* forward contracts up to 31st March 1935; and (*e*) the administration of the scheme by a Committee, consisting of a Chairman appointed by Government and eight members, of whom the Indian Mining Association would nominate four, and the Indian Mining Federation and the Indian Colliery Owners' Association two each. The Government of India were disposed to reject the application for the institution of control but before taking their final decision they asked local Governments to express their views on the scheme after consultation with the interests concerned.

The Committee informed the Government of Bombay in reply that they had no views to express in regard to the scheme.

EXPORTS OF GROUNDNUT OIL IN BULK FROM INDIA TO THE UNITED KINGDOM.

(*See Reports* 1932, *page* 237; 1933, *page* 314).

It was mentioned in the Chamber's reports for 1933, that the President of the Chamber promised those present at a meeting held on 6th March 1933 of members and other interested in the groundnut oil trade, that if any fresh facts or possibilities emerged which rendered another meeting desirable the Chamber would be pleased to call one.

In April 1934 the attention of the Committee was drawn to the decline both in the arrivals of groundnuts in Bombay and the exports of groundnuts by sea to foreign countries. It seemed probable that owing to the development of the oil crushing industry the quantity of groundnuts would to some extent be replaced by exports of groundnut oil. It had been suggested to the Committee that while Bombay was losing its export trade in groundnuts due mainly to causes beyond its control, an opportunity existed for Bombay to regain some measure of trade by being first in the field to provide facilities for the export of oil.

The Committee consequently addressed members and others interested and enquired whether in their opinion sufficient progress had been made in the interval to justify a re-examination of the question of providing facilities for the bulk handling of groundnut oil for export. The replies received clearly indicated that there was no general desire at the moment for a further meeting and the Committee allowed the matter to drop.

GREATER USE OF INDIAN COTTON BY LANCASHIRE.

Sir Richard Jackson, the Chairman of the Cotton Enquiry Committee set up in Lancashire following the Ottawa Conference to promote the greater use of Indian cotton in Lancashire, visited India in January 1934 for the purpose of furthering important moves in policy which Lancashire was pursuing with the object of encouraging and developing greater use of Indian cotton. Mr. R. Fleming was appointed as a permanent Cotton Commissioner in India and to act as a liaison officer between the raw cotton trade in India and Lancashire users of Indian cotton. Unfortunately Mr. Fleming died a few months after his appointment.

In June 1934, the Committee addressed Sir Richard Jackson, and mentioned that they had been watching with much interest the efforts of the Lancashire India Cotton Committee to encourage the greater use of Indian raw cotton in Lancashire. They stated that they had greatly welcomed the appointment of Mr. R. Fleming as a liaison officer between the cotton interests in both countries, and many of the members of the Chamber were in close touch with him from his arrival until his sudden and unfortunate death. Mr. Fleming had, it was known, collected from members notes on various problems which were engaging their close attention, a solution of which it was hoped would soon be achieved through his assistance and that of the Lancashire Committee. The Committee of the Chamber felt that it would be a pity if no avail were taken of the work already begun. In view of the fact that some considerable time might perhaps elapse before a suitable successor could reach this country, the Committee felt that it would be to the advantage of exporters of cotton in India and of those interested in Indian cotton in Liverpool and Lancashire if the opportunity could be taken of the visit to England this year of several gentlemen prominent in the Bombay cotton trade to meet, say, the Committee who appointed Mr. Fleming, importers of Indian cotton and the Appeal Committee for Indian Cotton of the Liverpool Cotton Association. The Committee suggested that Sir Richard might get into touch with these gentlemen and endeavour to arrange a meeting with the appropriate individuals or bodies in Liverpool.

An informnl conference between representatives of the East India Cotton trade, the Lancashire Cotton Committee and the Liverpool Cotton Association was accordingly held in Liverpool on the 26th July 1934 when the various points of view were ventilated.

BROADCASTING OF COTTON PRICES.

The following resolution was moved at the annual general meeting of the Associated Chambers of Commerce of India held at Calcutta on the 17th and 18th January 1934 :—

"That in the opinion of this Association it is essential that immediate steps be taken to recommence the daily 7 A.M. broadcast of cotton prices in New York and Bombay from the Bombay Station of the Indian State Broadcasting Service. The recent stoppage of this broadcast was a retrograde measure and has adversely affected trade and business activity, especially in cotton growing areas, as the wireless news is heard from one to three hours before telegrams can be received."

"DELIVERY JULY/AUGUST".

INTERPRETATION OF TERM.

(*See Reports* 1920, *Vol. I, page* 207; 1923, *Vol. I, page* 224; 1931, *Vol. I, page* 279).

In August 1934 an enquiry was received from a foreign Consul as to what was the correct significance of the term "delivery July/August" in connection with indents for textiles.

After consulting the Import Sub-Committee the Committee informed the Consul that in their opinion the legal definition of "July/August delivery" was that the goods must be delivered during the period from 1st July to 31st August, both days inclusive. The Committee pointed out however that the word "delivery" was very seldom used in contracts for imported textiles; the more usual expression would be "shipment July/August"

COUNTING OF LAY DAYS

In August 1934, an enquiry was received from a member as to when lay days should commence in the case of a charter party which stipulated "Twelve working days according to

the custom of the port of loading are to be allowed the charterers for loading the steamer, to commence 24 hours after steamer is clear of inward cargo and ready to load and written notice thereof has been given", if the charterers commenced loading before the 24 hours expired. For instance a steamer arrived and gave notice of readiness on a certain day at 12 noon and the charterers commenced loading the same day at 2 p.m. The member enquired whether the lay days commenced from the time to vessel commenced loading or 24 hours after the notice of readiness was given, *i.e.*, 12 noon the next day, if there was no definite agreement between the charterer and the owner as to the counting of lay days.

After consulting the Shipping and Export Sub-Committee the Committee informed the member that the usual procedure followed in reckoning the commencement of lay days was for the charterers to come to an agreement with the commander if work started before the expiry of 24 hours after notice of readiness was given. The Committee were of opinion that, in the absence of any agreement to the contrary, lay days were in such a case to count from the time the vessel started work irrespective of the time at which notice of readiness expired.

PAYMENT OF CLAIMS FOR SHORTAGES BY STEAMSHIP COMPANIES.

Basis.

(See Report 1921, *Volume I, page* 310)

In replying to an enquiry in 1921 (*see* Chamber's Book of Decisions, fifth edition, page 81) the Committee stated that the basis on which the steamship companies settled consignee's claims for shortages differed with different lines, but that the usual custom was to allow C.I.F. price, plus duty plus 5 per cent.

In September 1934 a member enquired as to whether the above decision was applicable to claims for shortage in the contents of packages or for short delivery of packages.

After consulting the Shipping and Export Sub-Committee the Committee informed the member that the ruling in question applied both to shortlanded packages as well as to shortage in the contents of individual packages.

INCORRECT MARKING OF MANUFACTURED PIECE-GOODS.

(*See Report* 1929, *Vol. I, page* 130.)

In April 1934, the Committee were informed by the Political Agent, Bahrein that the Manamah Municipality, Bahrein Islands, had again drawn attention to the fact that piece-goods manufactured in India were being imported into Bahrein, which were of shorter length than the length stamped upon them. It was stated that lengths marked 39 yards were found on actual measurement to be 37½ yards.

As the Indian trade through Bahrein was of considerable importance and in view of the acute Japanese competition, a copy of the letter was passed on to the Bombay Millowners' Association, who reported later that the "mill" referred to was not a mill, but a small private owned dyeing establishment not affiliated to the Association. The Association also stated that so far as the Association was concerned it had always discouraged incorrect stamping and fraudulent trade descriptions and there was no reason to believe that in the case of its own members there had been any deliberate departure from the provisions of the Indian Merchandise Marks Act.

NON-SUPPLY OF GOODS DUE TO FAILURE OR INSOLVENCY OF SUPPLIER.

In January 1934, a suggestion was received from a member to the effect that Bombay piece-goods contracts

would be improved by the addition of a clause providing against the failure or bankruptcy of a supplier leading to non-supply of goods ordered. The suggestion was duly communicated to piece-goods importing members of the Chamber.

LATE SHIPMENT ALLOWANCES.

(*See Reports* 1926, *Vol. I, page* 297 ; 1930, *Vol. I, page* 220)

In replying to a reference from the Manchester Chamber of Commerce in December 1934, the Committee stated that since the correspondence which took place in 1926 between the Manchester and Bombay Chambers it had become the established custom of this market that artificial silk piece-goods should carry the same rate of late shipment allowances as cotton goods.

BURSTING OF THE MONSOON.

The Meteorologist, Bombay, informed the Chamber that the date of the burst of the monsoon in Malabar might be taken as 8th June 1934 and of its establishment there as the 10th June 1934. The date of the burst and establishment of the monsoon in Bombay might be taken as 13th June 1934.

WEATHER WORKING DAYS.

The following days during the monsoon months of 1934 were declared by the Committee of the Chamber to be half or non-weather working days for steamers in the docks :—

Saturday,	16th June	Half	weather	working	day.
Thursday,	21st June	Half	,,	,,	,,
Friday,	22nd June	Non	,,	,,	,,
Wednesday,	27th June	Half	,,	,,	,,
Thursday,	28th June	Half	,,	,,	,,
Tuesday,	3rd July	Half	,,	,,	,,
Friday,	27th July	Half	,,	,,	,,
Monday,	30th July	Half	,,	,,	,,
Tuesday,	31st July	Non	,,	,,	,,
Wednesday,	1st Aug.	Non	,,	,,	,,
Thursday,	2nd Aug.	Non	,,	,,	,,
Thursday,	16th Aug.	Half	,,	,,	,,
Thursday,	6th Sept.	Half	,,	,,	,,
Thursday,	1st Nov.	Half	,,	,,	,,
Friday,	2nd Nov.	Half	,,	,,	,,

The Deputy Conservator, Bombay Port Trust, also declared the following days to be half or non-weather working days in the stream :—

Thursday,	14th June	Non	weather	working	day.
Saturday,	16th June	Half	„	„	„
Friday,	22nd June	Half	„	„	„
Wednesday,	27th June	Half	„	„	„
Tuesday,	3rd July	Half	„	„	„
Friday,	27th July	Half	„	„	„
Monday,	30th July	Half	„	„	„
Tuesday,	31st July	Non	„	„	„
Wednesday,	1st Aug.	Non	„	„	„
Thursday,	2nd Aug.	Non	„	„	„
Thursday,	16th Aug.	Half	„	„	„

MONTHLY SURVEY OF BUSINESS CONDITIONS IN INDIA.

(*See Report* 1933, *page* 138).

In the Chamber's Report for 1933 will be found a reference to the creation of a new branch of the Commercial Intelligence Department of the Government of India. One of the functions of this branch is to collect statistical and other material for a monthly survey of business conditions in India for which a few members of the Chamber are regularly supplying material. In April 1934 the Director-General of Commercial Intelligence and Statistics asked the Chamber for its comments and suggestions for the improvement of later issues of the Survey. After consulting the various Sub-Committees and also discussing the question informally with the Director-General of Commercial Intelligence and Statistics when he visited the Chamber in October, the Committee informed the Director-General that they welcomed the publication and congratulated the Department on its endeavour to bring together in compendious form a mass of data which should enable the business man to follow the trend of trade and facilitate the intelligent study of Indian economic

problems. At the same time the Committee particularly emphasised that the value of the publication to the commercial community—apart from its utility as a source of reference —must depend very largely on the promptness with which it was issued. At the moment it appeared about three months after the period to which it related. The Survey, of course, embodied statistics culled from a number of other Government publications and its appearance was necessarily somewhat retarded in consequence. The Committee pointed out that it might, however, be possible to curtail the time occupied in printing and distribution and they expressed a hope that the possibilities in these and the other directions might be examined with a view to accelerating publication. In this connection the Committee asked for an assurance that the compilation of the Survey would not delay or interfere with the issue of any of the other returns on which the commercial community had hitherto relied for information.

The Committee stated that perhaps the most interesting and valuable feature of the Survey was the figures of industrial production now brought together for the first time. The tables they considered should embrace *all* the major commodities—Manganese and Mica were two notable omissions while figures of production of electrical current were an index of industrial prosperity. The latter should be readily obtainable from the supply companies and might with advantage be included in the return.

The Committee put forward several other suggestions in connection with the form of the Survey and in conclusion stated that they would watch with great interest the progress of this publication and forward any further suggestions which might occur to them from time to time. They took the view that the Monthly Survey would increase in value as time passed as a work of reference and emphasized that its current value

was largely confined to those figures of *internal* trade which were not at present available from other publications. This portion of the survey should therefore receive particular attention with a view to making the information in it as complete as possible.

The Director-General in reply stated that as far as possible the suggestions of the Chamber for the improvement of the Monthly Survey of Business Conditions were being met. The Director-General added that the Survey was a brief compendium of statistics having an important bearing on business conditions, *viz.*, those relating to production, trade, finance, prices, transport, etc., and contained a short analysis of the economic conditions prevailing in India during the month under report. It did not aim at giving detailed information regarding each of those classes of statistics; such information was published in other relevant publications of his Department.

INDIAN STORES DEPARTMENT.

RUPEE TENDERS.

(*See Report* 1933, *page* 327.)

In December 1933 the Committee addressed the Chief Controller of the Indian Stores Department requesting him to consider the possibility of modifying the existing terms of contract of his Department to the extent of indicating definite quantities with a plus or minus tolerance which might be suitable both to the Department and to the supplier. The Committee also put forward certain other points for the consideration of the Chief Controller and expressed a hope that early steps would be taken to mitigate if not entirely remove the difficulties and inconveniences complained of.

The Chief Controller stated in reply that the matter referred to by the Chamber was the subject of a full discussion with the Calcutta Import Trade Association at a special meeting held in the Royal Exchange on the 28th of October 1930. He stated further that the views of his Department on the whole question were fully set forth in the minute of the Association recording the proceedings of the meeting and the conclusions reached by the Association were also stated therein. The Chief Controller added that beyond what he stated in his discussion with the Calcutta Import Trade Association there was little he could say on the subject.

After obtaining a copy of the proceedings of the meeting referred to above, the Committee in replying to the Chief Controller stated that they had examined the whole question afresh in the light of those proceedings, and, while properly impressed with the points made by the Chief Controller of Stores on that occasion, they were advised that much of the difficulty experienced at the moment by the members arose from the fact that rate contracts were *not* in practice confined to materials in general use in India which could be disposed of through the medium of general indentors. The Committee suggested that the division drawn in practice between rate and running contracts appeared to be based more on consideration of whether or no the quantities required could be at all closely estimated. The Committee pointed out that if instructions were issued for stricter observance by the Indian Stores Department of the principles which Sir James Pitkeathly himself had laid down in respect of rate contracts, there would be little room for complaint, because, the goods being in general demand there would be little difficulty in disposing of surplus stocks. As it was, the Committee were left in no doubt that a strong feeling of dissatisfaction existed

among tenderers over rate contracts being applied to special materials for which there was a strictly limited demand, and that the question merited prompt and sympathetic consideration.

In regard to the right, which the Indian Stores Department reserved to submit to open tender contracts for materials valued in excess of Rs. 5,000 (or whatever the appropriate figure might be), the Committee suggested that if contracts were placed on the following basis they would be much fairer to tenderers whose offers were accepted.

(1) At the time of tendering tenderers should be asked to quote what would be the reduction in their price if single orders to the value of Rs. were placed at one time. (The figure inserted would vary with the class of goods, and would be specified by the Indian Stores Department as was done at the moment.)

(2) It should be laid down that if a single large order were placed, it would be treated on different delivery terms to those applying to the ordinary casual demands.

The Committee considered that (1) would give the Indian Stores Department the benefit of a lower price, and (2) would protect the demands of general consumers.

The Committee asked for the views of the Chief Controller on the suggestion contained in their previous letter in regard to the possibility of modifying the existing terms of contract of his Department, as also on the further suggestion that in the case of yearly contracts the position should be reviewed after 9 months and a definite outstanding balance of requirements should be notified by the Indian Stores Department to suppliers.

In replying to this letter the Chief Controller stated that he was very desirous of removing any causes for complaint which the members of the Chamber might have in

regard to the procedure followed by his Department, and with this object in view, he had prepared a complete list of the rate and running contracts current in his Department. He added that he had carefully scrutinised this list, and from his examination he was unable to find that there had been any radical departure from the principles he had attempted to lay down for the guidance of the purchase officers of his department in respect of rate and running contracts.

He requested, however, that members of the Chamber might examine this list and favour him with their views in regard to the items detailed therein, which, in their opinion, should be excluded from the system of rate and/or running contracts.

He added further that on receipt of the views of the members he would again review the whole position in regard to the various types of contracts made by his Department and would then send the Chamber a considered reply to the various points raised in its previous letters.

Copies of the Chief Controller's letter and of the list referred to above were consequently forwarded to members interested who were asked for their views thereon.

As regards the exclusion of any specific items from rate contracts the replies received indicated a considerable divergence of opinion and the Committee therefore in informing the Chief Controller to this effect intimated that they were not in a position to indicate definitely any particular items in the lists which should be excluded from rate contracts. It was quite clear, however, from the replies received from members that there was justification for the suggestion put forward that amendments in the terms of the contract itself were desirable.

The Committee stated that most objections appeared to be concentrated on two aspects of the Indian Stores Department rate contract :—

(*a*) the fact that tenderers were required by the Department to maintain stipulated stocks without any definite assurance that any quantities at all would in fact be taken up ;

(*b*) the Rs. 5,000 (or appropriate amount) clause, which opened out the possibility of any large specific orders being granted to special tenderers quoting in special circumstances free of any obligation to maintain stocks during the course of the year.

Whilst duly impressed by the arguments put forward by the Indian Stores Department in Calcutta in 1930, the Committee felt it was not the desire of the Controller that the terms of the Stores Department rate contracts should be such as to make the problem of tendering for Indian Stores Department requirements so difficult as to tend to eliminate all except the very biggest suppliers who alone might be disposed to take the risks required by the contracts. In circumstances of insuperable difficulty tenderers could refrain from submitting tenders except on a "running contract" basis, but that tended only to restrict competition.

It was suggested that if the stipulation mentioned in Clause (*a*) above were removed from the rate contract, tenderers could be left to protect themselves by such stocks as they considered fit. More particularly was it considered equitable that this freedom should be permitted if the Rs. 5,000 clause was retained, for otherwise a contractor was obliged to hold stocks which might be greater than his own view of reasonable requirements, without any assurance of the additional stocks being required at all.

In acknowledging receipt of this letter the Chief Controller of Stores, stated that the suggestion contained in the final paragraph of the letter had already received most careful consideration on more than one occasion, and he was unable to accept it and added that the tendering firms were not asked to guarantee any particular stocks against rate contracts of his Department. They were only requested to state the quantities they proposed to hold normally at various stations and those quantities were mentioned in the contracts.

In again addressing the Chief Controller of Stores, Indian Stores Department, in October 1933 the Committee drew particular attention to item No. 7 of the list of rate contracts current in his Department—"Cells, Caustic Soda, Edison type, 500 ampère hour capacity and renewals therefor." The Committee understood that these materials were used exclusively by one or two railways and in small quantities. In a tender issued by the Indian Stores Department on the 25th July 1933, N-1765, the following information was given in regard to purchase :—

	Cells. Rs.	Renewals. Rs.
(*a*) During one year from 1st November 1931 to 31st October 1932 ..	3,800	These were not on contract.
(*b*) During six months from 1st November 1932 ..	2,200	44,000

The next year the following information was given in their tender No. 3280 :—

	Rs.	Rs.
(*a*) During one year from November 1932 to November 1933	6,000	74,000
(*b*) During six months from 1st December 1933 ..	1,200	30,200

It would be seen that the quantities of actual cells purchased was trifling but the value of renewals was fairly substantial. The point, however, was that probably 95 per cent of the demand came from one railway—the Eastern Bengal, and a firm holding stocks against a contract for one year would have no chance whatever of disposing of the surplus stocks to general indentors should they lose the contract in succeeding years. The Committee added that in the opinion of one of the members of the Chamber this item constituted a good example of the misapplication of the rate contract.

The Chief Controller of Stores in reply stated that the contract in question had worked smoothly with the suppliers concerned who had at no time complained.

INDIAN STORES DEPARTMENT.

Payment of Bills by specially crossed Cheques.

In February 1934, the Chief Controller of Stores, Indian Stores Department, informed the Chamber that he understood that payment forms in respect of stores purchased by the Director-General, India Stores Department, London, were issued by the Chief Accounting Officer to the High Commissioner for India, with the crossing " and Co., account payee only" so as to give complete protection to the drawer. As the special crossing of cheques 'Account payee only' required the Bank to credit the cheques to the account of the payee only and to no other, it was proposed to introduce this practice in the Indian Stores Department in order to ensure payments to the correct parties in respect of stores purchased through that Department but before doing so the Chief Controller asked for the views of the Chamber on the proposal.

The Committee informed the Chief Controller in reply that they saw no objection to the proposal.

HIRE PURCHASE OR CONDITIONAL SALES AGREEMENTS.

(*See Report* 1932, *page* 294.)

At the annual meeting of the Associated Chambers of Commerce of India held at Calcutta in January 1934 a resolution was carried unanimously in the following terms :—

> With a view to encouraging sales under agreements such as hire purchase agreements, or sales subject to payment by instalments, this Association again recommends to the Government of India that legislation should be introduced which will effectively protect the rights of the seller until he has received payment in full, particularly in cases where the sale is of machinery which has to be attached to the freehold.

The terms of this resolution and a report of the discussion which preceded its adoption were duly communicated to the Government of India who in reply stated that they had carefully considered the question of undertaking legislation to safeguard the rights of vendors in the case of hire purchase or conditional sales agreement in the light of the discussion but they regretted that they saw no ground to modify the opinion previously expresseds by them. The Government of India observed, however, that if the Associated Chambers of Commerce still desired to pursue the matter further, it was open to them to bring forward a private Bill on the subject through one of their representatives in the Central Legislature. This would not only set out more clearly than at present appeared the precise changes in law which the Chambers wished to make but would also afford an opportunity of ascertaining public opinion on the subject.

The President of the Associated Chambers enquired whether this Chamber desired to offer any comments in regard to the terms of the Government of India's reply.

The Committee in reply stated that they had no comments to offer.

The Chamber was informed subsequently that from the replies received from the constituent Chambers it appeared that there was no general desire on the part of the Chambers to pursue this question further and in the circumstances the President had decided to take no further action. This would not, of course, preclude any individual Chamber from taking up the question independently, if it desired to do so.

SLAUGHTER OF LAMBS AND GOAT KIDS.

In August 1934, the Associated Chambers of Commerce of India enquired whether this Chamber was in favour of the Association addressing the Director-General of Commercial Intelligence and Statistics with a view to Collectors of Customs being instructed to record separately statistics of the exports of lamb and kid pelts so as to enable the interests concerned to gauge the extent of the slaughter of lambs and kids which it was credibly believed had assumed alarming proportions. The interests concerned also asked that, should the statistics indicate that a wholesale slaughter of these new born animals was taking place, an embargo should be placed on the export of lamb and kid pelts and that a law should be enacted making the killing of these new born animals a criminal offence.

In replying to the Associated Chambers the Committee stated that while they had no particular views to put forward on the subject they did not object of the Association addressing the Director-General of Commercial Intelligence and

Statistics in the manner suggested if other members of the Association were generally in favour of this being done.

Intimation was subsequently received to the effect that the Associated Chambers had addressed the Department of Commerce of the Government of India suggesting that if after full enquiry it could be shown that the wholesale slaughter of newly born lambs and kids was taking place, an embargo should be placed upon the export of lamb and kid pelts and a suitable law enacted to make the killing of these new born animals a criminal offence.

EXHIBITIONS AND FAIRS.

Papers in connection with the following Exhibitions and Fairs were received by the Chamber during the year under review and were placed at the disposal of members :—

All-India Industrial Exhibition, Delhi, February-March 1934.

Lyons 19th International Sample Fair, Lyons, 8th & 18th March 1934.

XV Official & International Commercial Fair, Brussels, 4th to 18th April 1934.

Swiss Industries Fair, Basle, 7th to 17th April 1934.

Bansda Agri-Horti-Forest-Industrial Exhibition, Bansda 25th March 1934.

Paris Fair, 9th to 24th May 1934.

Prague International Fair, March to September 1934.

All-India Industrial Fair, Simla, June 1934.

Afghan Trade Exhibition, Kabul, August 1934.

Marseilles Fair, September 1934.

All-India Exhibition of Arts, Industries & Agriculture Patiala Estate, Lahore.

The Machine Tool and Engineering Exhibition, Olympia, London, 8th to 24th November 1934.

6th International Congress for Scientific Management, London, July 1935.

Brussels Exhibition, 1935.

British Industries Fair, White City London, 18th February to 1st March 1935.

Mombassa Trade Exhibition, 8th, 9th & 10th January 1935.

Burma Arts, Crafts & Industrial Exhibition, Jubilee Hall, Rangoon, 10th to 20th March 1935.

LIST OF ACTS AFFECTING COMMERCE AND INDUSTRY PASSED BY THE INDIAN LEGISLATURE DURING THE YEAR 1934.

Central Legislature.

I. Indian Tariff (Amendment)
II. Reserve Bank of India.
III. Imperial Bank of India (Amendment).
IV. Wheat (Import Duty).
V. Indian Medical Council (Amendment).
VI. Cotton Textile Industry Protection (Amendment).
VII. Steel and Wire Industries Protection (Extending).
VIII. Khaddar (Name Protection).
IX. Indian Finance.
X. Salt Additional Import Duty (Extending).
XI. Indian States (Protection).
XII. Indian Tariff (Textile Protection) Amendment.
XIII. Trade Disputes (Extending).
XIV. Sugar (Excise Duty).
XV. Sugar Cane.

XVI. Matches (Excise Duty).
XVII. Negotiable Instruments (Amendment).
XVIII. Indian Trusts (Amendment).
XIX. Indian Dock Labourers.
XX. Indian Carriage by Air.
XXI. Sea Customs (Amendment).
XXII. Indian Aircraft.
XXIII. Mechanical Lighters (Excise Duty).
XXIV. Repealing and Amending.
XXV. Factories.
XXVIII. Indian Rubber Control.
XXIX. Indian Income-tax (Amendment).
XXX. Petroleum.
XXXI. Iron and Steel Duties.
XXXII. Indian Tariff.

Bombay Legislative Council,

I. Bombay Finance (Amendment).
II. City of Bombay Municipal (Amendment).
IV. City of Bombay Municipal (Second Amendment).
V. Bombay Maternity Benefit (Amendment).
IX. Bombay Trade Disputes Conciliation.
XI. Opium (Bombay Amendment).
XII. Bombay Prevention of Gambling (Amendment).
XIII. Bombay District Police (Amendment).

BOMBAY CHAMBER OF COMMERCE.

Dr. *Income and Expenditure Account for the year ended 31st December 1934.* *Cr.*

EXPENDITURE. To—	Rs.	a.	p.	Rs.	a.	p.	INCOME. By—	Rs.	a.	p.	Rs.	a.	p.
Subscription to Weather and Crop Reports	51	8	0				Membership Subscriptions	....			67,320	0	0
Membership Subscription to the Federation of Chambers of Commerce of the British Empire	29	1	0				Statistical Returns	34,686	6	8			
Membership Subscription to the Associated Chambers	640	0	0				Special Statistical Returns	5,751	0	0			
Legal and other Expenses in connection with evidence before the Joint Parliamentary Committee	4,160	0	0				Statistical Miscellaneous Receipts	279	12	0			
Chamber Office—				4,880	9	0					40,717	2	8
Salaries	61,901	0	0				Measurement Fees	75,748	15	0			
Rent	7,250	0	0				Miscellaneous Receipts	665	0	0			
Printing Miscellaneous Papers, Annual Report for 1933, etc.	7,551	8	0								76,413	15	0
Advertisements	34	0	0				Balance of Receipts over Expenditure on Arbitration Fees	....			520	0	0
Books and Periodicals	718	2	3				Fees for issuing Certificates of Origin, etc.	....			3,381	0	0
Stationery	775	7	3										
General Charges	2,095	13	9				Miscellaneous Receipts	....			272	10	0
Telephone Charges	542	7	0				Interest on Investments	....			7,767	4	9
Fire Insurance Premium	14	1	0				Dividends	....			140	0	0
Contribution to the Provident Fund	2,805	9	2										
Law Charges	396	7	10										
Auditors' Fee	250	0	0										
Motor Car upkeep	1,903	5	0										
Port Trust Ground Rent	100	0	0										
Furniture Depreciation	1,267	10	2										
Motor Car Depreciation	745	0	0										
				88,350	7	5							
Statistical Department—													
Salaries	19,936	0	0										
Statistical Typists' Salaries	4,320	0	0										
Cost of cyclostyling returns	3,527	3	6										

Printing Returns	12,166	6	0				Profit realised on Sale of Rs. 20,800 of 5 per cent. Govt. 1935 Bonds			832	0	0
Contribution to the Railway ..	1,383	12	0									
Books and Periodicals	121	0	0									
Stationery	599	11	0									
Petty charges	372	13	3									
Contribution to the Provident Fund.	1,158	8	10									
Furniture Depreciation	349	0	0									
				43,934	6	7						
Measurement Department—												
Salaries	52,285	0	0									
Printing charges	165	8	0									
Stationery	116	4	0									
Telephone rent	302	0	0									
Cost of repairs to Chowkies and Instruments	71	0	0									
Petty charges	329	1	0									
Contribution to the Provident Fund.	2,328	8	8									
Pensions and Gratuities	360	0	0									
				55,957	5	8						
Travelling Expenses	....			424	9	6						
Interest on overdraft	....			638	3	6						
Office Removal Expenses	....			1,816	9	0						
Loss on Office Furniture Sold ..	....			61	7	6						
				1,96,063	10	2						
Balance being excess of Income over Expenditure transferred to Chamber's Balance Sheet	....			1,300	6	3						
Total Rs. ..	....			1,97,364	0	5	Total Rs.			1,97,364	0	5

Examined and found correct.
A. F. FERGUSON & Co.,
Chartered Accountants,
Registered Accountants,
Auditors.

BOMBAY, 21*st February* 1935.

G. L. WINTERBOTHAM,
President.
N. S. GOLDER,
Member of Committee.
R. J. F. SULIVAN,
Secretary.

BOMBAY CHAMBER OF COMMERCE.

Balance Sheet as at 31st December 1934.

LIABILITIES.	Rs. a. p.	Rs. a. p.
Sundry Creditors—		
Bank overdraft secured by deposit of Securities ..	....	39,093 0 6
Auditors' Fees for 1934 unpaid	....	250 0 0
Advance received—Publications Subscription	91 0 0	
Special Statistics Subscription	25 0 0	116 0 0
Chamber of Commerce Accumulated Fund—		
Balance on 31st December 1933	1,28,006 5 8	
Add—Excess of Income over Expenditure ..	1,300 6 3	
		1,29,306 11 11

ASSETS.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Value of Office Furniture as per last Balance Sheet ..	4,429 5 6		
Add—Bought during the year	3,030 5 0		
	7,459 10 6		
Less—Realised on Furniture Sold .. .. Rs. 455 0 0			
Balance of depreciated value written off. 61 7 6	516 7 6		
	6,943 3 0		
Less—Depreciation at 10 per cent. written off this year.	1,267 10 2		
Value of Statistical Furniture	1,395 0 0		5,675 8 10
Less—Depreciation at 25 per cent. written off this year.	349 0 0		
Value of Office Motor Car	2,979 0 0		1,046 0 0
Less—Depreciation at 25 per cent. written off this year	745 0 0		
			2,234 0 0

INVESTMENTS.

	Value on 31st December 1934.	Cost Price.	
	Rs. a. p.	Rs. a. p.	
5 per cent. 1939-44, Loan for, Rs. 85,300	92,230 10 0	82,314 8 0	
5 per cent. Government Income Tax Free Loan, 1945-55, for Rs. 71,000.	84,667 8 0	71,000 0 0	
	1,76,898 2 0		
Less—Appreciation	23,583 10 0		
	1,53,314 8 0	1,53,314 8 0	1,53,314 8 0
Cost of 40 Shares of the Bombay Telephone Company, Limited		....	1,730 0 0
Interest accrued but not received on the above Investments up to 31st December 1934		....	2,357 9 11
Deposit with the Government of India, Central Publication Branch, Delhi		....	100 0 0

			Cash in hand	....	2,308 1 6
Total Rs. ..	....	1,68,765 12 5		Total Rs. ..	....	1,68,765 12 5

We beg to report that we have audited the balance sheet of the Bombay Chamber of Commerce above set forth, and have obtained all the information and explanations required. The above balance sheet exhibits a true and correct view of the state of the Chamber's affairs according to the best of our information, and the explanations given to us, and as shown by the books of the Chamber and in our opinion is drawn up in conformity with the law.

A. F. FERGUSON & Co.,

Chartered Accountants,
Registered Accountants,
Auditors.

BOMBAY, 21*st February* 1935.

G. L. WINTERBOTHAM,

President.

N. S. GOLDER,

Member of Committee.

R. J. F. SULIVAN,

Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

Statement of Accounts from 1st January to 31st December 1934.

	Rs. a. p.	Rs. a. p.	Rs. a. p.
By Balance at Credit of this account on 31st December 1933	....	....	3,52,551 12 0
Add—			
Subscriptions received from Members	....	7,639 15 0	
Contributions paid by the Chamber of Commerce	....	6,292 10 8	
Interest	....	18,653 13 3	
			32,586 6 11
Deduct—			3,85,138 2 11
Non-refundable withdrawals (Rule 28 (4))	....	....	530 4 0
To Balance at Credit of this Account on 31st December 1934 ..	....	....	3,84,607 14 11
Add—By Balance at credit of Lapses and Forfeitures account on 31st December 1933	....	7,095 8 7	....
Additions during the year	....	975 14 0	
			8,071 6 7
			3,92,679 5 6

Held thus—

INVESTMENTS.	Value on 31st December 1934.	Cost Price.
	Rs. a. p.	Rs. a. p.
3 per cent. Government Bonds, 1941, for Rs. 9,200	9,315 0 0	9,165 8 0
3½ per cent. Government Loan, 1947-50, for Rs. 87,300	89,755 5 0	85,977 0 0
4 per cent. Government Loan, 1960-70, for Rs. 74,900	83,232 10 0	71,829 2 0

4½ per cent. Government Loan, 1955-60, for Rs. 26,000	30,322 8 0	24,415 0 0		
5 per cent. Government Loan, 1939-44 Bonds, for Rs. 70,700 ..	76,444 6 0	64,241 14 0		
5 per cent. Government Loan, 1935 Bonds, for Rs. 16,100	16,311 5 0	15,778 0 0		
5½ per cent. Government Loan, 1938-40, for Rs. 1,14,000	1,24,260 0 0	1,14,555 15 0		
	4,29,641 2 0	3,85,962 7 0		
Less—Appreciation in Value of the above Securities	43,678 11 0			
	3,85,962 7 0	3,85,962 7 0		
Amount due by Members	....	871 0 0		
Income-tax Recoverable	....	171 2 2		
Cash in the Imperial Bank of India	....	5,674 12 4		
			3,92,679 5 6	

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants,
Registered Accountants,
Auditors.

BOMBAY, 21*st February* 1935.

G. L. WINTERBOTHAM,
President.

N. S. GOLDER,
Member of Committee.

R. J. F. SULIVAN,
Secretary.

Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1934.

CORRESPONDENCE, DOCUMENTS AND STATISTICS.

Bombay:
THE TIMES OF INDIA PRESS,
1935.

THE CHAMBER'S STATISTICAL RETURNS.

REVISION.

REPORT OF THE SPECIAL SUB-COMMITTEE APPOINTED BY COMMITTEE RESOLUTION No. 139 OF THE 9TH MAY 1934 TO EXAMINE THE CHAMBER'S STATISTICAL RETURNS WITH A VIEW TO DISCOVERING IN WHAT RESPECT, IF ANY, THEY ARE DEFECTIVE AND MAKING SUGGESTIONS FOR THEIR IMPROVEMENT.

We have carefully examined each of the statistical returns and where we have thought it necessary we have consulted the Import, Shipping and Export and Cotton Sub-Committees in connection with the returns that concern their particular interests.

Before commenting on the returns we think it would be as well if we gave a short history of their compilation and recorded the action taken in previous years to improve them.

The history of the compilation of the Chamber's statistical returns commenced almost one hundred years ago. During the years 1844-1854 there appears to have been no clearly defined responsibility for the publication of the various trade reports and statements. The Reporter General's Office prepared certain reports of the trade of the port and the Chamber appears to have paid a fee of Rs. 87-10-0 per month to this department of the Custom House on account of being furnished with a copy of this monthly report. Subsequently the charge was remitted and the Chamber was allowed access to the Reporter General's Office to take copies of "Reports on External Commerce." This was in 1847, and appears

to have been the beginning of the system in existence today. For a number of years, however, there seems to have been an uncertain responsibility, for we see both the Custom House and the Chamber's staff preparing and publishing reports of a similar nature. It is not until 1860 that we find the Customs publications finally abolished and from then onwards the Chamber in sole charge of all returns concerning the external trade of Bombay port. The next forty years saw a steady development of the basic returns (Import and Export manifests are already prominent), and their extension in many directions, until by the end of the century they had acquired more or less the separate and detailed nature we know today. During these years it is interesting to note the differences of opinion that even then arose in regard to the incidence of cost. Whether the cost of preparing statistics should be borne by the purchasers of the returns, or whether that cost should be embodied in the general subscription of all the Chamber's members, was a question which appears to have been settled in 1870 by a reduction from Rs. 25 to Rs. 20 in the monthly subscription to the Chamber, and the fixation of Rs. 15 as the monthly subscription for "all returns." The latter figure was subsequently increased to Rs. 20.

In 1902 the question of the expediency of continuing the publication of Import and Export manifests was considered having regard to the loss incurred. A special Sub-Committee recommended discontinuation. The General Committee considered a reference to the general body of members to be necessary. There was small response and no action in the sense recommended was taken. A year later the whole range of publications was again overhauled and the Committee "succeeded in producing a set of returns which they believe

will not only be less costly than hitherto, but will present the facts in a more useful manner."

In 1906 the Committee on Indian Trade Statistics recommended the transfer to the Custom House staff at Bombay (as at other ports) of the compilation of daily lists of Imports and Exports, and other publications. The retention of a system which had been in operation for 35 years was urged by the Chamber Committee. In 1907 the Chamber was informed that Government had agreed to the continuance of the existing system.

The Chamber's records thereafter indicate no urgent concern in regard to statistical publications until 1924, when the question of increasing expenditure and falling revenue appears as a definite problem. A loss of some Rs. 20,000 per annum might be thought of some consequence, yet there was hesitation as to whether such a figure might not, in the circumstances, be a fair burden for the Chamber to bear. Undue economy in production or, alternatively, the projected transfer to the Custom House of certain of the publications compiled by the Chamber, were considered as likely to diminish the value of membership of the Chamber. The total revenue was about Rs. 76,000 per annum and the cost Rs. 94,000, of which Rs. 66,000 was for printing. The special Sub-Committee then appointed consulted the outgoing and incoming Import and Export Sub-Committees and spent several months co-ordinating much variety of opinion. There was a complete absence of unanimity in regard to the merits of the various returns, and although several of the particular returns came in for much criticism, no really drastic alterations appear to have been made. Later in 1924 there was concentration on the costs of printing and the substantial outcome

of the whole matter was a substitution of cyclostyling for printing in many of the returns at an annual saving of Rs. 34,000. The position today is generally the same, except that both annual subscriptions and annual costs have steadily declined from the region of Rs. 70,000 to that of Rs. 40,000. In 1933 our nett loss was Rs. 835 and in 1934 it is estimated at Rs. 4,771.

We are asked to examine the returns now issued by the Chamber with a view to discovering in what respect, if any, the returns are defective, and to make suggestions for their improvement. Although not specially mentioned, it may be reasonably inferred that the test of any deficiency is that of revenue and expenditure, and the specific terms of our reference cannot properly be dealt with without that in mind.

Considering the problem in its broadest aspect, we find that the basis of expenditure is now such that further economies of any magnitude cannot be hoped for without risking the whole structure of the organisation which creates the returns. Considerable savings in printing costs have already been effected and although more might prove possible, the cost of printing is not now a major issue. Whilst calculating a distribution of costs relative to each publication, the estimates put forward are probably as accurate as it is possible to obtain. But we are nevertheless past the point when it might be feasible to contend that any discrimination of any particular returns which may show nominal losses would result in saving of expenditure. Certain basic information must be compiled, and whether this be printed or merely filed in manuscript, there would be no saving in the salaries of the compiling staff; and there would be a definite loss of the revenue of the returns discontinued.

Other than routine adjustments, which would become apparent during the ordinary supervision of the Secretary, we feel there is no scope for retrenchment of any consequence. We must then look to the possibilities of increased revenue Advertisements in the returns themselves and a generally wider publicity has been suggested. In this we would be up against considerations which have disturbed past Committees. We cannot "advertise" the returns without opening out the question of our privileged position in the Custom House. It might be desirable to do that or even solicit a transfer of the whole work to the Custom House staff as in other ports. But Committees in the past have opposed this, and we think wisely. If that opposition is maintained, we feel the Chamber must be prepared to accept the risk of some deficit in the budget of the returns, and must set against any such dificit the advantage which membership of the Chamber acquires as a result of its ability to issue returns—though, naturally, the extent of any deficit would be an important consideration. We do not think that consideration has arisen yet.

In considering the merits of the individual publications, we have not been able to avoid the difficulties which appear to have beset Sub-Committees of the past. One man's meat, if not another man's poison, may at least be his indifferent statistical food. As an illustration, either the Import Manifest or the Export Manifest has been the subject of criticism on all earlier occasions. Yet we find them still with us, because there has never been unanimity of opinion. And we think we should still find absence of unanimity in regard to any major alterations in the nature of the chief returns. We consider that the major returns, as they have been evolved during more than one investigation, express as great a common

measure of utility as any alternative scheme could provide. They might be simplified in contents and presentation. But basically they must remain. Apart from any specific utility they are the foundation of all "special" returns. It is by the development of "special" returns that further revenue may be obtained, without corresponding increase in overheads. Since 1930 this revenue has increased from Rs. 3,713 to Rs. 4,600, whilst general revenue has decreased from Rs. 58,000 to Rs. 44,000.

With these general considerations in mind we shall now deal with the returns separately.

(1) *Daily Trade Return.*

Number of General Subscribers ..	16
,, Special ,, ..	65
,, Non-members ..	9
Members—single weekly copies ..	5
Non-members—single weekly copies.	1
Total Receipts	Rs. 13,340-0-0
Allocated Expenditure	,, 16,168-12-0

This is our main basic return and the one from which we receive the largest income. We considered the question of cyclostyling the return as a means of reducing the cost of producing it but we feel that although there would be a small saving, the latter would not be commensurate with the extra trouble involved as cyclostyling the return would mean increasing the typing staff and doing night work. We feel, however, that the cost of printing the return could be reduced

by omitting certain information that does not now serve any useful purpose and we recommend—

(*i*) that the list of steamers loading and their cargoes * (marked A in the attached copy) be deleted ;

(*ii*) that the weekly shipping intelligence *(published every Thursday and marked B in the attached copy) be discontinued.

In this connection we would mention that 3 members take between them 4 copies of the Thursday edition of the *Daily Trade Return* ostensibly because that edition contains the shipping intelligence and if the publication of the shipping intelligence were discontinued these three members would perhaps withdraw their subscriptions amounting to Rs. 128 per annum for the extra copies. On the other hand there will be a saving in printing charges of about Rs. 780 per annum. It is for the Committee to decide whether as a matter of principle the publication of the shipping list should be continued because some members, albeit very few, are interested in it, although the discontinuance of the list would mean a saving of Rs. 650 (Rs. 780 less say Rs. 130) per annum to the Chamber.

As an alternative, the shipping intelligence might be cyclostyled and pinned on to the printed Thursday issue of the Return each week. The cost of cyclostyling will be approximately Rs. 400 per annum against Rs. 780 for printing.

(*iii*) that the Daily Shipping Intelligence *(marked C) be published in a more concise and tabulated form *(see specimen typed forms attached).

* Not printed.

If these recommendations are adopted the saving in printing charges will be approximately Rs. 2,000 per annum or Rs. 1,600 if the weekly shipping intelligence be cyclostyled.

(2) *Daily Arrivals Return.*

Number of General Subscribers	..	16	
,, ,, Special ,,	..	11	
Non-members	..	2	
		Rs.	a. p.
Total Receipts	..	5,232	0 0
Allocated Expenditure ..	..	5,651	0 0

We do not recommend any change in this Return beyond the omission of the day to day for a week totals.

(3) *Import Manifests.*

Number of General Subscribers ..		16	
,, ,, Special ,, ..		18	
Non-members		1	
		Rs.	a. p.
Total Receipts	..	6,210	0 0
Allocated Expenditure ..	..	6,371	12 0

(*i*) We recommend that the ports of shipment should not be shown separately but that they should be grouped together according to countries of origin.

(*ii*) We recommend that transhipment cargo should not be detailed except in the case of cotton, wool and goat hair, but merely given as, —packages of merchandise from each port and that " same bottom " cargo should be omitted.

(*iii*) In cases where goods, as for instance, dyes are imported in a variety of packages, *e.g.* cases, casks, barrels, cans, kegs and drums, we consider it will be sufficient to group all such packages together and give the figures merely as, say, —packages aniline dye.

(*iv*) In the case of cargo imported on Government account we feel that it will be sufficient to show the total figure only *i.e.*,—packages Government stores (without detailing the goods).

If these amendments are adopted the saving will be approximately Rs. 140 per annum.

(4) *Export Manifests.*

Number of General Subscribers ..	16		
,, ,, Special ,, ..	10		
,, ,, Non-members ..	2		
	Rs.	a.	p.
Total Receipts	5,050	0	0
Allocated Expenditure	8,331	6	0

(*i*) We recommend that, except in the case of European ports, the ports of destination should be grouped together according to countries of destination.

(*ii*) As recommended for the Import Manifest, transhipment cargo should not be detailed except in the case of Cotton, Wool, and Goat Hair; and

(*iii*) "Same bottom" cargo should be omitted.

(*iv*) *Cargo exported on behalf of Government.*—We recommend that this be treated in the same way as Government cargo in the Import Manifest, *i.e.*, only the total number of packages shown.

The saving in this case will be approximately Rs. 140 per annum.

(5) *Current Quotations.*

	Rs.	a.	p.
Free to Members	....		
Allocated Expenditure	344	6	0

We do not recommend any change in this Return.

(6) *Detailed Monthly Return of Principal Imports.*

Number of General Subscribers ..	16		
,, ,, Special ,, ..	20		
,, ,, Non-members ..	1		
	Rs.	a.	p.
Total Receipts	1,152	0	0
Allocated Expenditure ..	1,255	15	0

We recommend that the figures should be compiled for the fiscal year and not for the calendar year. We attach a specimen of suggested alterations in the form of the Return.

There will be no saving in the cost of producing this Return.

(7) *Monthly Statement of Exports from all Ports of certain articles.*

Number of General Subscribers ..	16		
,, ,, Special ,, ..	12		
,, ,, Non-members ..	1		
	Rs.	a.	p.
Total Subscriptions	840	0	0
Allocated Expenditure	279	0	0

We recommend that the figures of the exports of Groundnuts and Castor Seed should be recorded and Gingelly Seed omitted.

(8) *Stocks and Delivery of Piecegoods, etc.*

Number of General Subscribers ..	16		
,, ,, Special ,, ..	26		
,, ,, Non-members ..	1		
	Rs.	a.	p.
Total Subscriptions	1,004	0	0
Allocated expenditure	150	0	0

We do not recommend any change in this Return.

(9) *Weekly Return of Clearances.*

Number of General Subscribers ..	16		
,, ,, Special ,, ..	9		
,, ,, Non-members ..	2		
	Rs.	a.	p.
Total Subscriptions	1,644	0	0
Allocated Expenditure	1,982	5	6

(10) *Half-yearly Return of Clearances.*—(This is given free to Subscribers of the Weekly Return of Clearances).

Number of General Subscribers	16		
,, ,, Special ,, ...	5		
	Rs.	a.	p.
Total Subscriptions	40	0	0
Allocated Expenditure	244	8	0

We recommend that these two Returns be amalgamated and be published monthly. *A specimen of the revised form recommended by us is attached. Monthly figures will also be given in the case of the items shown on the back of the Weekly Return as at present published.

By publishing the amalgamated Return once a month the saving in cost of printing will be approximately Rs. 1,030 per annum.

(11) *Monthly Statement of Imports of Piecegoods and Yarns.*

Number of Members	22		
Extra copies	19		
	Rs.	a.	p.
Total Subscriptions	1,017	0	0
Allocated Expenditure	2,084	5	3

* Not printed.

We do not suggest any change in this Return, but we would recommend that non-members should be allowed to subscribe to the return, particularly in view of the fact that a firm in Calcutta subscribes to this Chamber's *Daily Trade Return* and from it makes up a return similar to our Monthly Statement and sells it to anyone willing to pay his price.

Members are at present charged Rs. 2-8-0 for the first copy and Re. 1-8-0 for each additional copy. The fee for non-members might be made say Rs. 3 and Rs. 2 respectively.

(12) *Monthly Return of Exports of Cotton.*

For the Half Year 1933—

Number of Members	18		
,, ,, Non-members ..	10		
	Rs.	a.	p.
Total Subscriptions	408	0	0
Subscriptions for full year will be approximately	800	0	0
Allocated Expenditure for full year	532	0	0

We do not recommend any change in this Return.

If all our recommendations are adopted there will be a saving in expenditure of approximately—

	Rs.		Rs.
(1) Daily Trade Return ..	2,000	or	1,600
(3) Import Manifest	140		140
(4) Export Manifest	140		140
(9) & (10) Weekly & Monthly Clearances..	1,030		1,030
	Rs. 3,310		Rs. 2,910

With the exception of Nos. (9) and (10) any general amalgamation of returns would probably lead to a reduction in income greater than any likely saving of expenditure therefrom. Furthermore, these returns have developed from specific needs and special suggestions, and we doubt whether

any major amendment of form that we might suggest would, in the net result, satisfy any larger number of actual and potential subscribers than is the case at present.

We have noted with interest the wider basis of the Chamber's membership as compared with ten years ago. This means changing needs and we suggest that members who are not already subscribers should be provided with specimen copies of all Returns once a year with an intimation that any special statistics which they might require regularly could most probably be specially compiled. We do not advocate any more extensive advertising of the Return than this.

In the broad sense we consider the Chamber's statistics meet the requirements of today as well as the returns of the past have met the requirements of other days, and we find no grounds for really drastic alterations.

The budget of expenditure and revenue as disclosed by current figures is not unsound. We consider the recent falling off of subscriptions from members to be largely due to the enforced economy dictated by the conditions of the last few years.

If our suggestions are adopted, we do not consider the changes sufficient to require reference to subscribers or members.

We recommend that any alterations adopted other than those of a minor nature should come into force as from 1st January 1935.

A. McINTOSH.
L. A. HALSALL.
W. KEAY.
C. J. DAMALA.
F. WHITEHEAD.

R. J. F. SULIVAN,
Secretary.

BOMBAY, 18*th October* 1934.

PROPOSED PROTECTION TO THE INDIAN WOOLLEN TEXTILE INDUSTRY.

Report of the Special Sub-Committee.

We were appointed by Committee Resolution No. 672, dated 28th November 1934, to take evidence from members interested in the importation of woollen goods and to draw up any representation which importers may desire the Chamber to put before the Tariff Board.

We accordingly invited members interested in the importation of woollen goods to meet us in the rooms of the Chamber on Tuesday, 11th December 1934, but only two members responded to the invitation. After careful consideration of the views put forward by these members and an exchange of our own views on the subject we recommend that the Committee of the Chamber should make a representation to the Tariff Board strongly opposing any increase in the import duties on woollen goods for the reason that the Indian Woollen Industry does not fulfil the three general conditions mentioned in the Government of India's reference to the Tariff Board as essential before an Industry can qualify for protection.

We give below our reasons for this opinion separately in regard to the different classes of goods affected.

Goods manufactured from Shoddy which include over 90 *per cent. of the Blankets & Rugs (excluding floor rugs) imported.*

The Indian Industry does not manufacture such goods at all. There is no organisation for collecting rags for manufacturing shoddy nor is there sufficient material in the country.

Goods made from shoddy are different from and essentially inferior to goods made from new wool and cannot be considered as competing directly with them. Any extra duty on shoddy goods would therefore place a permanent burden on the consumer. It is admitted that the cost to-day of manufacturing limited quantities of shoddy blankets in India is about 10 per cent. higher than the cost of similar imported goods including 25 per cent. import duty. Owing to the disadvantages mentioned above it is most improbable that the cost of manufacture in India could be reduced or that the total output could be increased to supply the needs of the consumer. The Government of India expressed this same opinion in 1932 and in our opinion the situation has in no way changed in favour of manufacture in India. In fact the industry in Italy, Germany and Poland has since then improved its organisation for the purchase of rags as well as for manufacture and distribution so that India to-day is at a still greater disadvantage than in 1932.

Goods manufactured from virgin wool (including mixtures).

The bulk of Indian wool is only suitable for the manufacture of Carpets, very coarse blankets known as "Kumblis" and coarse tweeds such as are made on hand looms (for the latter there is only a very small market indeed). No wool of the class produced in India is imported. About 50 per cent. of the crop is consumed in the manufacture of these goods and 50 per cent. is exported for the manufacture of carpets in other countries. The carpets made in India are quite different from those imported from Persia and Asia Minor. The Indian carpet industry to-day is able to supply the Indian market and export a surplus production. It would not benefit in any way by an import duty on carpets. The

imports of blankets made from virgin wool are negligible as are the types of tweeds mentioned above.

About 20 per cent. of the imports of woollen piece-goods are coarse serges, great coat cloth (army cloth) and flannels which are successfully manufactured in this country. The present revenue duties seem to be adequate protection for the Indian manufacturers of these lines. Reference to the Indian Trade Journal will show the number of contracts which go to them at cheaper rates than importers can offer. By efficient organisation the economic output can be greatly increased without additional protection which would be an unnecessary hardship to the consumer.

The balance of the imports (excluding bleached woollen muslins from Japan) is made up of goods for the manufacture of which there is practically no organisation in India. They are mostly goods of lighter weight requiring labour with a high standard of skill and efficiency which is not available in this country. There are only one or two mills in India producing such goods (from imported wool and/or yarn) and we understand that their price is about 80 per cent. above the price of similar imported goods.

A duty sufficiently high to render possible the development in India of an industry for the manufacture of these goods would be a tremendous burden on the consumer for whom woollen clothing is an absolute necessity in winter. In our opinion such a burden would only be justified if Indian manufacturers were in a position to show that within a very short time they would be able to hold their own without protection. Even if evidence to this effect were forthcoming it would

hardly seem that the present time, when the spending power of the consumer has been greatly reduced, is opportune for materially increasing the cost of an article so necessary to him in winter.

The importation of Japanese Bleached Woollen Muslins has deprived the Indian mills of their market for shawls and lohis. This is the only important line in which the import trade is developing in direct competition with, and to the detriment of, the Indian mills. In view of this development which is likely to be extended to other lines of woollen goods now being manufactured in India, we suggest that a quota system be introduced on the basis of the imports from all countries during the last 10 years.

O. A. GUGGENHEIM.
W. DEACON.
G. LYKIARDOPULO.
C. R. DAVIES.

R. J. F. SULIVAN,
Secretary.

BOMBAY, 19*th December* 1934.

INDIAN FINANCE ACT, 1934.

ACT No. IX OF 1934.

[PASSED BY THE INDIAN LEGISLATURE.]

(*Received the assent of the Governor-General on the* 29*th March* 1934.)

An Act to fix the duty on salt manufactured in, or imported by land into, certain parts of British India, to vary certain duties leviable under the Indian Tariff Act, 1894, to fix maximum rates of postage under the Indian Post Office Act, 1898, to fix rates of income-tax and super-tax, further to amend the Indian Paper Currency Act, 1923, and to vary the excise duty on silver leviable under the Silver (Excise Duty) Act, 1930.

WHEREAS it is expedient to fix the duty on salt manufactured in, or imported by land into, certain parts of British

India, to vary certain duties leviable under the Indian Tariff Act, 1894, to fix maximum rates of postage under the Indian Post Office Act, 1898, to fix rates of income-tax and super-tax, further to amend the Indian Paper Currency Act, 1923, and to vary the excise duty on silver leviable under the Silver (Excise Duty) Act, 1930; It is hereby enacted as follows:—

VIII of 1894. VI of 1898. X of 1923. XVIII of 1930.

Short title and extent.

1. (*1*) This Act may be called the Indian Finance Act, 1934.

(*2*) It extends to the whole of British India, including British Baluchistan and the Sonthal Parganas.

XII of 1882.

Fixation of salt duty.

2. The provisions of section 7 of the Indian Salt Act, 1882, shall, in so far as they enable the Governor-General in Council to impose by rule made under that section a duty on salt manufactured in, or imported into, any part of British India other than Burma or Aden be construed as if, for the year beginning on the 1st day of April 1934, they imposed such duty at the rate of one rupee and four annas per maund of eighty-two and two-sevenths pounds avoirdupois of salt manufactured in, or imported by land into, any such part, and such duty shall, for all the purposes of the said Act, be deemed to have been imposed by rule made under that section.

VIII of 1894.

Amendments of Schedule II and Schedule III to Act VIII of 1894.

3. (*1*) In the Second Schedule to the Indian Tariff Act, 1894—

(*a*) for Item No. 37A the following item shall be substituted, namely:—

"37A	CIGARETTES	..*Ad valorem* ..	25 per cent. and in addition either eight rupees and two annas per thousand or three rupees and four annas per pound, whichever is higher;"

(*b*) In Item No. 43BB, for the words "Six annas" in the fourth column the words "Five annas" shall be substituted; and

(*c*) for Item No. 221 the following item shall be substituted, namely:—

"221 Tobacco, unmanufactured.	Pound	..Rs. 3-4-0 ..	Rs. 2-12-0."

(*2*) In the Third Schedule to the Indian Tariff Act, 1894, for the heading "HIDES AND SKINS" the heading "SKINS" shall be substituted, and in Item No. 3 the words "Hides and" shall be omitted. VIII of 1894.

(*3*) Notwithstanding anything contained in section 4 of the Indian Finance Act, 1931, or in section 4 of the Indian Finance (Supplementary and Extending) Act, 1931, the additional duties imposed by those sections shall not be levied on any article chargeable with duty under Item No. 37A of the Second Schedule to the Indian Tariff Act, 1894, as amended by this section. VIII of 1894.

(*4*) Notwithstanding anything contained in section 4 of the Indian Finance (Supplementary and Extending) Act, 1931, the additional duty imposed by that section shall not be levied on any article chargeable with duty under Item No. 43BB of the Second Schedule to the Indian Tariff Act, 1894, as amended by this section. VIII of 1894.

Inland postage rates.

4. For the year beginning on the 1st day of April 1934, the Schedule contained in the First Schedule to this Act, shall be inserted in the Indian Post Office Act, 1898, as the First Schedule to that Act. VI of 1898.

Income-tax and super-tax.

5. (*1*) Income-tax for the year beginning on the first day of April 1934, shall be charged at specified in Part I of the Second Schedule, the rates increased in each case, except in the case of total incomes of less than two thousand rupees, by one-fourth of the amount of the rate.

(*2*) The rates of super-tax for the year beginning on the 1st day of April 1934, shall for the purposes of section 55 of the Indian Income-tax Act, 1922, be those specified in Part II of the Second Schedule, increased in each case by one-fourth of the amount of the rate.

XI of 1922.

(*3*) For the purposes of the Second Schedule "total income" means total income as determined for the purposes of income-tax or super-tax, as the case may be, in accordance with the provisions of the Indian Income-tax Act, 1922.

XI of 1922.

(*4*) For the purpose of assessing and collecting income-tax on total incomes of less than two thousand rupees the Indian Income-tax Act, 1922, shall be deemed to be subject to the adaptations set out in Part III of the Second Schedule.

XI of 1922.

Amendment of Section 19, Act X of 1923.

6. In sub-section (*7*) of section 19 of the Indian Paper Currency Act, 1923, for the figures "1934" the figures "1935" shall be substituted.

X of 1923.

Excise duty on silver.

7. (*1*) In sub-section (*1*) of section 3 of the Silver (Excise Duty, Act 1930, for the words "six annas" the words "five annas" shall be substituted.

XVIII of 1930.

(*2*) In section 5 of the Indian Finance (Supplementary and Extending) Act, 1931—

(*a*) for the words "kerosene or silver" the words "or kerosene" shall be substituted; and

(*b*) the words, brackets and figures " or under the Silver (Excise Duty) Act, 1930," shall be omitted.

SCHEDULE I.

Schedule to be inserted in the Indian Post Office Act, 1898.

[*See* section 4.]

THE FIRST SCHEDULE.

INLAND POSTAGE RATES.

[*See* section 7.]

Letters.

For a weight not exceeding half a tola ..	One anna.
For a weight exceeding half a tola but not exceeding two and a half tolas.	One anna and three pies.
For every two and a half tolas, or fraction thereof, exceeding two and a half tolas.	One anna and three pies.

Postcards.

Single	Nine pies.
Reply	One and a half annas.

Book, Pattern and Sample Packets.

For the first five tolas or fraction thereof ..	Nine Pies.
For every additional five tolas or fraction thereof in excess of five tolas.	Six pies.

Registered Newspapers.

For a weight not exceeding eight tolas ..	Quarter of an anna.
For a weight exceeding eight tolas and not exceeding twenty tolas.	Half an anna.
For every twenty tolas, or fraction thereof, exceeding twenty tolas.	Half an anna.

Parcels.

For a weight not exceeding twenty tolas ..	Two annas.
For a weight exceeding twenty tolas and not exceeding forty tolas.	Four annas.
For every forty tolas, or fraction thereof, exceeding forty tolas.	Four annas."

SCHEDULE II.

[*See* section 5.]

PART I.

Rates of Income-tax.

		Rate.
A.	In the case of every individual, Hindu undivided family, unregistered firm and other association of individuals not being a registered firm or a company—	
	(1) When the total income is Rs. 1,000 or upwards, but is less than Rs. 1,500.	Two pies in the rupee.
	(2) When the total income is Rs. 1,500 or upwards, but is less than Rs. 2,000.	Four pies in the rupee.
	(3) When the total income is Rs. 2,000 or upwards, but is less than Rs. 5,000.	Six pies in the rupee.
	(4) When the total income is Rs. 5,000 or upwards, but is less than Rs. 10,000.	Nine pies in the rupee.
	(5) When the total income is Rs. 10,000 or upwards, but is less than Rs. 15,000.	One anna in the rupee.
	(6) When the total income is Rs. 15,000 or upwards, but is less than Rs. 20,000.	One anna and four pies in the rupee.
	(7) When the total income is Rs. 20,000 or upwards, but is less than Rs. 30,000.	One anna and seven pies in the rupee.
	(8) When the total income is Rs. 30,000 or upwards, but is less than Rs. 40,000.	One anna and eleven pies in the rupee.
	(9) When the total income is Rs. 40,000 or upwards, but is less than Rs. 1,00,000.	Two annas and one pie in the rupee.
	(10) When the total income is Rs. 1,00,000 or upwards.	Two annas and two pies in the rupee.

B. In the case of every company and registered firm, whatever its total income.	Two annas and two pies in the rupee.

PART II.

Rates of Super-tax.

In respect of the excess over thirty thousand rupees of total income—	Rate.
(1) in the case of every company—	
(*a*) in respect of the first twenty thousand rupees of such excess.	*Nil.*
(*b*) for every rupee of the remainder of such excess.	One anna in the rupee.
(2) (*a*) in the case of every Hindu undivided family—	
(*i*) in respect of the first forty-five thousand rupees of such excess.	*Nil.*
(*ii*) for every rupee of the next twenty-five thousand rupees of such excess.	One anna and three pies in the rupee.
(*b*) in the case of every individual, unregistered firm and other association of individuals not being a registered firm or a company—	
(*i*) for every rupee of the first twenty thousand rupees of such excess.	Nine pies in the rupee.
(*ii*) for every rupee of the next fifty thousand rupees of such excess.	One anna and three pies in the rupee.
(*c*) in the case of every individual, Hindu undivided family, unregistered firm and other association of individuals not being a registered firm or a company—	
(*i*) for every rupee of the next fifty thousand rupees of such excess.	One anna and nine pies in the rupee.
(*ii*) for every rupee of the next fifty thousand rupees of such excess.	Two annas and three pies in the rupee.

(*iii*) for every rupee of the next fifty thousand rupees of such excess.	Two annas and nine pies in the rupee.
(*iv*) for every rupee of the next fifty thousand rupees of such excess.	Three annas and three pies in the rupee.
(*v*) for every rupee of the next fifty thousand rupees of such excess.	Three annas and nine pies in the rupee.
(*vi*) for every rupee of the next fifty thousand rupees of such excess.	Four annas and three pies in the rupee.
(*vii*) for every rupee of the next fifty thousand rupees of such excess.	Four annas and nine pies in the rupee.
(*viii*) for every rupee of the next fifty thousand rupees of such excess.	Five annas and three pies in the rupee.
(*ix*) for every rupee of the next fifty thousand rupees of such excess.	Five annas and nine pies in the rupee.
(*x*) for every rupee of the remainder of such excess.	Six annas and three pies in the rupee.

PART III.

Adaptations of the Indian Income-tax Act, 1922, *to provide for the summary assessments of income-tax on total incomes of less than Rs,* 2,000.

1. The Income-tax Officer may, save where he has served a notice under sub-section (*2*) of section 22 of the Indian Income-tax Act, 1922, make a summary assessment of the income of an assessee to the best of his judgment, and shall serve on the assessee a notice of demand in a form to be prescribed by the Central Board of Revenue ; and such notice shall be deemed to be a notice of demand under section 29 of that Act.

2. Any assessee in respect of whom such summary assessment has been made, may, within thirty days of receipt of the notice of demand, make an application to the Income-tax Officer for the cancellation or revision of the assessment,

and the Income-tax Officer shall, after examining any accounts and documents and hearing any evidence which the assessee may produce, and such other evidence as the Income-tax Officer may require, determine, by order in writing, the amount of the tax, if any, payable by the assessee, and such determination shall be final :

Provided that, if any assessee making such application files therewith a return of his income under sub-section (2) of section 22 of the Indian Income-tax Act, 1922, the application shall be deemed to be a return under that sub-section and shall be dealt with accordingly.

3. A copy of an order under paragraph 2 shall be served on the assessee to whom it relates and shall be deemed to be a notice of demand under section 29 of the Indian Income-tax Act, 1922.

4. The above procedure shall apply also to the assessment and collection during the financial year 1934-35 of incomes of Rs. 1,000 and upward and less than Rs. 2,000 which have escaped assessment in the financial year 1933-34.

SALT ADDITIONAL IMPORT DUTY (EXTENDING) ACT, 1934.

ACT NO. X OF 1934.

[PASSED BY THE INDIAN LEGISLATURE.]

An Act further to extend the operation of the Salt Additional Import Duty Act, 1931.

(Received the assent of the Governor-General on the 29th March 1934.)

WHEREAS it is expedient further to extend the operation of the Salt (Additional Import Duty) Act, 1931 ; It is hereby enacted as follows :— XIV of 1931.

Short title.

1. This Act may be called the Salt Additional Import Duty (Extending) Act, 1934.

XIV of 1931.

2. In sub-section (3) of section 1 of the Salt (Additional Import Duty) Act, 1931 (hereinafter referred to as the said Act), for the words and figures " the 31st day of March 1934 " the words and figures " the 30th day of April 1935 " shall be substituted.

Amendment of section 1, Act XIV of 1931.

3. In sub-section (4) of section 5 of the said Act, for the words " fifty-four rupees twelve annas", in both places where the words occur, the words " fifty rupees " shall be substituted.

Amendment of section 5, Act XIV of 1931.

THE BUDGET.

Extract from the proceedings of a meeting of the Legislative Assembly, held in New Delhi, on Thursday, 28th February 1935.

Speech by the Hon'ble Finance Member on introducing the Budget proposals for 1935-36.

1. It is to me somewhat confusing to find that I have to present three sets of accounts. English budget statements, which are made in April, of course only deal with the year which has just closed and the year which has just begun. In India it is necessary to give the final accounts of the year which ended 11 months earlier, a revised forecast of the outturn of the year which has still one month to run and a forecast of a year which has not yet started. I hope that I shall be able to give a clear succinct account of all 3 years and in doing so I shall avoid all attempts at economic speculation —for I do not think it would be helpful to add one to the infinitude of economic theories which are circulating in India in particular and the world in general—and I shall confine myself to that bare minimum of prophecy which is incidental to presenting a budget statement.

FINANCIAL YEAR 1933-34.

2. I begin by setting out the final results of the year 1933-34.

When my predecessor presented his budget last February, it was anticipated that, after a provision of Rs. 3 crores had been made for debt reduction, the year 1933-34 would close with a surplus of Rs. 1,29 lakhs. The actual figure is Rs. 2,72 lakhs. The main causes of this improvement of Rs. 1,43 lakhs are four :—

First, the fact that a somewhat unusual number of holders of Government securities failed to draw their interest ; secondly, the fact that recoveries from commercial departments were larger than expected ; thirdly, forestalling in anticipation of an increase in the salt duty ; and fourthly, the fortunate non-realisation of our expectations of a reduction in receipts from Income-tax in the areas affected by the earthquake of January 1934.

It will be remembered that my predecessor announced that the surplus would be carried to a suspense account and utilised for financial assistance in connection with the earthquake. The Government of India accordingly offered to provide the whole of the financial help required by local bodies to enable them to repair the damage done to roads, bridges, schools, hospitals and other buildings, and to carry out their current responsibilities until their income had regained its normal level. The latest estimate received from the Government of Bihar and Orissa indicates that the amount required for this purpose will be approximately Rs. 1,25 lakhs. In addition about Rs. 5 lakhs were required for the provision of country mills for the crushing of sugar-cane which could not be sent to the factories. It was further

decided that the Central Government would assist the Government of Bihar and Orissa in reconstructing Government property which had been damaged by the earthquake to the extent of providing one-half of the total capital expenditure involved and financing the remainder from the Provincial Loans Fund. The Local Government now anticipate that the grant required from us in this connection will amount to Rs. 51 lakhs. It was originally proposed that this should be treated as capital expenditure and should not be debited to the special suspense account, but in view of the large increase in the surplus for 1933-34 we now think it more convenient to meet this expenditure also from the suspense account. So far as Bihar is concerned, therefore, the total liability of the Central Government amounts to Rs. 1,25 lakhs *plus* 5 *plus* 51, a total of Rs. 1,81 lakhs. In addition to this we shall need about Rs. 6 lakhs for the repair of earthquake damage in Bengal and we have also certain contingent liabilities in respect of loans granted to individuals in Bihar whose property was damaged by the earthquake, since it was agreed that in certain circumstances the Central Government would meet part of any loss which may result from the failure of the Local Government to recover these loans. So far as it is possible to judge at present, this liability will not amount to a very large sum, but in order to have a margin for unforeseen contingencies we propose to retain in the suspense account a total sum of Rs. 2,10 lakhs.

This leaves Rs. 62 lakhs to be carried forward to fortify the balance of the current year.

FINANCIAL YEAR 1934-35.

3. I now turn to the current year 1934-35. Our revised forecast shows a material improvement over the original budget anticipations and the surplus is now expected to be

Rs. 3,27 lakhs instead of 10 lakhs. The difference is made up of an improvement in revenue of Rs. 3,87 lakhs and a deterioration of Rs. 70 lakhs in expenditure.

Incidentally, I must here make an apology to my predecessor for a somewhat gloomy remark I made last August as to the prospects of realising his revenue estimates. I ought to have known better than to turn myself into a prophet on so slight an acquaintance with India. It would also be fitting that I should pay a tribute to him for the hard and unpleasant work he performed in securing budgetary equilibrium in this country and express my sympathy that the fruits of his unremitting toil should not have fallen to him before his departure.

The actual figures, excluding Railways, are as follows :—

(Lakhs.)

	Budget 1934-35.	Revised 1934-35.
Revenue	.. 87,13	91,00
Expenditure	.. 87,03	87,73
Surplus ..	10	3,27

Full details are of course given in the Financial Secretary's memorandum but I should perhaps call attention to a few of the more important variations.

Revenue.

4. *Customs, etc.*—On the Revenue side the surplus is in the main due to Customs, etc., the principal items being :—

	Lakhs.
Sugar	1,38*
Cotton fabrics	90
Yarn and textile fabrics other than artificial silk	80

There have also been increases under motor cars, machinery, petrol and kerosene offset by decreases in the export duties on jute and rice and in the excise duties on matches. The actual figure for the export duty on jute—to which I shall have to return later—is Rs. 3,40 lakhs as compared with the Budget Estimate of Rs. 3,80 lakhs.

5. *Interest.*—Apart from Customs, etc., the only Revenue item I need mention specifically is Interest. Here, although the head discloses an increase of Rs. 26 lakhs only, this is made up of a considerable reduction of rupee, combined with a somewhat greater increase of sterling, receipts. The latter is due to our increased sterling balances but the former calls for more detailed comment.

The budget estimate for the current year provided for a receipt of Rs. 67 lakhs on account of interest on the loan granted to Bahawalpur State. During the year we have reconsidered the position with regard to this loan on the basis of the latest forecast supplied by the Public Works and Revenue Minister of the State. The forecast indicated that although the Sutlej Valley Project should ultimately yield a surplus

* This figure is net, *i.e.*, it covers an increase of Rs. 1,70 lakhs in the import duty yield and a decrease of Rs. 32 lakhs in the revenue from the excise duty.

which will be sufficient for the service of a loan of the existing dimensions, the surplus available for this purpose during the current and the next financial years is likely to be of negligible amount and will certainly be insufficient to pay interest at the prescribed rate, which for the greater part of the loan is 5½ per cent. In view of the recent fall in our borrowing rates the project could now be regarded as reasonably profitable even if it should prove to be unable to pay as high a rate as 5½ per cent., and we might with some justification have proposed an immediate reduction in this rate. As, however, the forecast is admittedly of a very provisional character, we have considered it preferable to defer a final settlement of the terms of repayment of the loan and to avoid taking any step, such as a reduction in the rate of interest, which might prejudice the provisions of that settlement. We have instead decided to charge no interest for a period of two years commencing with the payments which were due to be received during the current financial year. So far as the current year is concerned this decision involves only a paper loss, since we should in any case have received practically nothing from the State. The final terms of repayment will be considered before the end of the period of two years, and in connection with that settlement we shall of course take into consideration the remission of interest charges which is now being granted.

Expenditure.

6. *Grant to Jute producing Provinces.*—The main part of the increase of Rs. 70 lakhs in Expenditure is due to the allocation to Bengal, Bihar and Orissa and Assam of a larger share of the proceeds of the jute duty than was originally provided for. The figures are now expected to be :—

Bengal	1,49·3 lakhs.
Bihar and Orissa	11·2 ,,
Assam	8·5 ,,

During the debate on the Matches (Excise Duty) Bill last April my predecessor explained that, in view of the reduction in the rates originally proposed for the duty, the abnormal issues from factories during March 1934 and the dislocation in the interval before banderols were available, we should probably only collect eight months' revenue in the first year. Our estimate of income from this source during 1934-35 was, therefore, reduced to Rs. 1,38 lakhs, and consequently we were unable to promise the jute producing provinces the full amount of assistance originally proposed. Our final estimates were accordingly based on the assumption that those Provinces would be given only one-third instead of one-half of the total receipts from the export duty on jute. At the same time it was made clear that we should be prepared to increase this proportion to one-half if the budget as a whole should turn out better than was then anticipated. This condition is clearly in process of being fulfilled. But the transfer was subject, in the case of Bengal to the further condition that the Government of that province must satisfy us that they are doing everything possible on their side to restore equilibrium. I have twice discussed this question with the Government of Bengal, and I am satisfied that the Local Government cannot reasonably be expected to secure further material reductions in their present scale of expenditure. Indeed in some respects it seemed to me that retrenchment had been carried to the point where it was unremunerative. On the other side of the account, however, the Government of Bengal have, of their own accord, introduced five new taxation Bills which are expected to produce a total additional revenue of about Rs. 24½ lakhs in a full year. For my part I am bound to regard this action as conclusive evidence of the determination of the Local Government to do whatever they can to put their own affairs in order.

7. *Interest.*—On the Expenditure side too it is necessary to mention the Interest heads. Again they show little variation as a whole but there is an excess on "Other Obligations" because of Provident Fund and Post Office Savings Bank deposits being higher than anticipated and of an increase in the amount of accrued bonus on cash certificates; and there is a saving on "Ordinary Debt" owing to the non-payment of the 58 lakhs due to the United Kingdom on the 1st December 1934 on account of the outstanding War Loan liability. Incidentally the United Kingdom has agreed that this non-payment should continue for the year 1935-36.

8. *Posts and Telegraphs.*—Finally I should say a word about Posts and Telegraphs.

The position is as follows :—

	(Lakhs.)	
	Budget 1934-35.	Revised 1934-35.
Gross receipts	.. 10,71	11,05
Working expenses ..	.. 10,01	10,07
Net receipts ..	.. 70	98
Interest charges	.. 84	84
Balance	.. —14	+14

We thus estimate that the year will close with a net surplus of Rs. 14 lakhs as compared with the deficit of Rs. 14 lakhs which was anticipated. The improvement is mainly due to increased sales of stamps, and it is satisfactory that this Department which since 1927-28 has been working at a loss

is this year expected to show a small profit. But it is unfortunately not quite so satisfactory as it looks, for it will be remembered that it was decided to draw on the Depreciation Fund to the extent of Rs. 27 lakhs and to that extent, therefore, the accounts do not show a true picture.

Position as at 31st March 1935.

9. On the figures, which I have so far explained to the House, we shall, at the end of March next, have in hand two surpluses, one for 1933-34 of Rs. 62 lakhs and one for 1934-35 of Rs. 3,27 lakhs making Rs. 3,89 lakhs in all. I shall return to the disposal of this amount later but in the meantime I turn to the estimates for the coming year 1935-36.

FINANCIAL YEAR 1935-36.

Revenue.

10. The total revenue, excluding Railways, may be put at Rs. 90,19 lakhs or 81 lakhs less than the revised estimate for the current year.

Customs, etc.—Here I estimate for Rs. 51,92 lakhs altogether or an increase of Rs. 75 lakhs over the revised figures for the current year. The main variations are a decline of Rs. 2 crores in the import duty on sugar combined with increases of Rs. 35 lakhs on the sugar excise, of Rs. 65 lakhs on the match excise and of Rs. 43 lakhs on kerosene and petrol. It is of course a matter of great difficulty to frame an accurate estimate of customs, etc., revenue at a time when there are so many uncertain factors at work. This uncertainty applies in a particular measure to the sugar duties. As I have already stated, our estimates for the current year have been revised to show an increase of Rs. 1,70 lakhs in the import duty and a decline of Rs. 32 lakhs in excise—the original

figures being Rs. 2,05 and 1,47 lakhs respectively, and the revised Rs. 3,75 and 1,15 lakhs. We cannot, however, anticipate that the revenue from the import duty will remain at so high a figure in 1935-36 and the increased revenue to be expected from the excise duty will by no means compensate for this inevitable reduction. During the period when Indian factories were not working at their full strength, imports have been substantial, but when Indian production reaches its full level, imports of foreign sugar for ordinary consumption will almost disappear, and there will only be certain small imports of the finer varieties of sugar. This process may not, however, be completed during 1935-36 and the best forecast we can make is to assume an import revenue of Rs. 1,75 lakhs and an excise yield of Rs. 1,50 lakhs. The increase in petrol and kerosene is due to normal growth and that in the match excise merely represents a full instead of a part year's yield of the duty.

The changes in the estimates are set out in greater detail in the Financial Secretary's memorandum.

11. *Taxes on Income.*—During the current year there has been an undoubted improvement in the financial position of some of the more important Industries, but this improvement will only be partially reflected in our Income-tax returns for 1935-36. I therefore estimate for an improvement of no more than Rs. 51 lakhs and of this Rs. 16 lakhs is due to the additional tax recovered from Government servants on account of the restored pay-cut. The actual figures are Rs. 17,25 lakhs for the current year and Rs. 17,76 lakhs for 1935-36.

12. *Opium.*—Our estimate under this head is Rs. 61 lakhs as compared with Rs. 71 lakhs for the current financial year. This is based on the assumption that only 257 chests

of opium will be exported during 1935-36. As Hon'ble Members are aware this source of income will practically cease at the end of the present calendar year in accordance with the policy which was announced some years ago by the Government of India, and in future we shall recover only the cost of opium sold for consumption in India.

13. *Interest.*—This shows a very large reduction amounting to Rs. 1,29 lakhs which is of course due to the transfer of the currency functions and, therefore the reserves, of the Government of India to the Reserve Bank. It is true that as against this we shall get the surplus profits of the Bank but in the first year instead of getting a full year's interest on the assets in our various reserves and balances we shall only get a part year's dividend from the profits of the Bank. We have included Rs. 50 lakhs on this account under the head "Currency" but the receipts here still show a drop of Rs. 11 lakhs owing to the lower rates prevailing for short term money.

Expenditure.

14. Expenditure as a whole, again excluding Railways, stands at Rs. 88,69 lakhs showing an increase of Rs. 96 lakhs which is of course almost entirely due to the restoration of the pay cut. A good deal of criticism has been passed on the Government's action in this matter and it cannot be denied that the decision has had one unfortunate concomitant in that it has increased the already serious difficulties of many of the Provinces and added to the magnitude of the financial problems to be solved at the inception of Provincial Autonomy. But in his matter the Government were bound by pledges which were both categorical and repeated and in my view those pledges are conclusive.

The cost of restoration will be Rs. 55 lakhs for the Civil Departments, excluding the Railways, but including the Posts and Telegraphs Department, and Rs. 53 lakhs for the Army a total of Rs. 1,08 lakhs, but there is, as I have said, a set off against this in the form of extra income-tax to the extent of Rs. 16 lakhs.

Apart from the pay cut, there are only minor increases, most of them on new services, *e.g.*, the marketing schemes, grants to the handloom and sericultural industries, the new Dairy Institute and the Institute of Industrial Research. There is also a small increase on Defence and a deficit on Posts and Telegraphs, which is, however, more than explained by the abolition of the pay cut.

15. *Defence.*—The Defence Budget shows an increase, leaving out of account the pay cut of Rs. 7 lakhs over the original estimate for this year but the partial restoration by His Majesty's Government of the pay cuts of British soldiers, which has necessarily to be applied to British soldiers on the Indian establishment, accounts for Rs. 5 lakhs of this. The purely nominal increase of Rs. 2 lakhs which remains, conceals however a considerably increased provision for necessary services and re-equipment which had to be postponed during the financial emergency.

In his budget speech last year my predecessor again communicated to the House a warning previously given that the large reduction in Defence expenditure in recent years had been secured to some extent by emergency measures of a temporary character and that the figure of Rs. 44.38 crores could not be regarded as representing a new permanent level of Defence expenditure. The contingency then foreseen

has become a fact and new or rather postponed services amounting to Rs. 67 lakhs have had to be provided for.

This sum has been found as to Rs. 20 lakhs by closer estimating for grains and other food stuffs and as to the remainder by economies in other directions.

My predecessor also stated that His Excellency the Commander-in-Chief had undertaken that he would not relax his search for further economies and I think it will be agreed that the figures I have given demonstrate that this undertaking has been amply fulfilled.

16. *Posts and Telegraphs.*—Honourable Members will remember that I said we now expected a surplus on the Posts and Telegraphs accounts for 1934-35 amounting to Rs. 14 lakhs but that this result was only achieved in consequence of a raid of about Rs. 27 lakhs on the Depreciation Fund. At the time of this raid my predecessor explained that this could not be repeated in toto but that the whole question of the amount of the annual contribution to the Fund was under review. The final results of this review are not yet available but it is clear that the amounts to be provided need not be so high as under the old rules by something like Rs. 10 lakhs. There is here therefore a deterioration in the estimates for 1935-36 as compared with 1934-35 and it is one of Rs. 19 lakhs and not one of Rs. 27 lakhs. When we add to this the cost of restoring the pay cut for the Posts and Telegraphs Departments, *viz.* Rs. 27 lakhs, we get an initial disadvantage of Rs. 46 lakhs to be made up. We are however estimating for a deficit not of Rs. 32 lakhs but of Rs. 13 lakhs which means that comparing like with like we reckon on a net improvement of Rs. 19 lakhs.

17. *Reduction of Debt.*—There is only one other item which I wish specifically to mention at this stage and that is the provision for the reduction and avoidance of debt. As Hon'ble Members are aware, our revised estimates for 1933-34 and those for the current financial year included only Rs. 3 crores for this purpose. It is of course a matter of common knowledge that 60 per cent. of the Government of India debt is attributable to the Railways and it seems to me that it would be imposing too heavy a burden on the general Budget to revert to the Sinking Fund arrangements in force prior to 1933-34 before the Railways have resumed the practice of making a contribution to the General Revenues. I therefore accept as reasonable for the time being the provision of Rs. 3 crores now prevailing but I should like to make it clear that, in my view, an increased provision for debt reduction ought to be a first charge on any contribution from the Railways in the future.

18. It is interesting here to compare the budget expenditure, actual or estimated as the case may be, for the years 1931-32 onwards and in order to get a fair basis of comparison, I deduct in every case the provision for debt reduction and avoidance and take net figures for Interest, Posts and Telegraphs and Defence :—

1931-32	1932-33	1933-34	1934-35	1934-35	1935-36
Actual.	Actual.	Actual.	Budget.	Revised.	Budget.
88,78	80,59	75,97*	78,12	78,53	80,06

The lowest year was 1933-34. The estimate for 1935-36 shows a net increase from this low level of Rs. 4,09 lakhs. Of this, Rs. 1,79 lakhs is due to the grant of a share of the jute duty to Bengal, Bihar and Orissa and Assam, Rs. 1,30 lakhs is due to the increased provision for bonus on Cash Certificates and Rs. 1,08 lakhs represents the cost of restoring the second

* Excludes Rs. 2,72 lakhs transferred to the Earthquake Fund.

half of the pay cut. Apart from these changes the remarkable economies made in Defence and other charges have not only been maintained but extended.

Summary of the position for 1935-36.

19. The final position for 1935-36 is thus as follows :—

Revenue	.. 90,19 lakhs.
Expenditure	.. 88,69 ,,
Surplus ..	1,50 lakhs.

WAYS AND MEANS.

20. Before explaining our proposals for dealing with the surplus of Rs. 1,50 lakhs which we anticipate in the year 1935-36 and with the accrued balance of Rs. 3,89 lakhs left over from previous years, I shall turn aside to deal briefly with the ways and means position.

21. *Reserve Bank.*—First of all let me refer to the changes due to the inauguration of the Reserve Bank. As has already been announced, the assets of the Currency Department will be transferred to the Bank with effect from the 1st of April 1935. From that date the Reserve Bank will be responsible for the maintenance of the currency, for the investment of the currency reserves in rupees and sterling and for supplying the Secretary of State with sterling for his London requirements. The effect of this on our ways and means estimates will be twofold. In the first place, once the new system is in full operation the Secretary of State will not maintain a larger balance in London than is necessary for his day to day transactions with the Bank of England. He will not, as he does at present, hold surplus funds or temporary investment until he requires them. For this reason you will see that at the

end of the next year we have provided for the reduction of his balance to a nominal amount of £500,000. To begin with, as it is not contemplated that the Reserve Bank will assume its full banking business until about the beginning of July, it seemed desirable, in order to avoid the necessity of his coming to the Bank for his sterling requirements during that period, to provide him with a sufficiently large opening balance to meet his requirements up to July.

The second change is consequent on the creation of a Silver Redemption Reserve. A memorandum on this subject was submitted to the Joint Select Committee on the Reserve Bank Bill, but the Committee recommended that the Government proposals should be further studied by the Legislature. In accordance with their recommendation the memorandum was submitted to the Standing Finance Committee at a meeting held on the 20th of March 1934, and the Committee expressed their general approval of the arrangements suggested. The proposal which was placed before the Committee was in brief that after the inauguration of the Reserve Bank the proceeds of any sales of silver should be credited to a separate Fund on the lines of the present Gold Standard Reserve which would be called the Silver Redemption Reserve and would be invested by Government in its entirety in gold or sterling securities. This reserve is required mainly to meet the liability imposed by Section 36 of the Reserve Bank Act under which Government are under an obligation to pay full value for surplus rupees which may be transferred by the Bank up to a maximun of five crores a year. It was originally intended that the Reserve should be gradually built up to a maximum of Rs. 10 crores which would be sufficient to meet a return of 25 crore of rupees by the Bank. Owing to the large remittance which

it has been possible to make during the current financial year, the balances at the disposal of the Secretary of State will now be sufficient to enable the Fund to be constituted with the full amount of Rs. 10 crores with effect from the 1st of April 1935.

22. *Remittance.*—The ways and means forecast for the current financial year provided for the purchase of sterling to the extent of £26·7 millions. According to our latest estimate the total should reach about £39 millions, but this figure is of course liable to modification. If the estimate is realised, we should be able not only to set aside the Rs. 10 crores required for the Silver Redemption Reserve but also to increase by about Rs. 14 crores the external assets held as security for the note issue.

23. *Gold exports.*—The increase in our estimate for remittance is, needless to say, largely accounted for by the strength which the continuance of gold exports has given to the exchange. For the 10 months ending on the 31st January 1935 the exports of gold were approximately Rs. 41 crores as compared with Rs. 42½ crores during the corresponding period of the previous year.

I do not propose to discuss at length the arguments which have been advanced in favour of restricting these exports, but I take this opportunity of saying that I cannot share the views which attribute to them some abstruse monetary significance nor do I find in them an indication that India is being driven by distress to part with her last reserves. Indeed I can see no sufficient reason for placing them in a different category from exports of any other commodity of which India has a surplus, and I therefore find no cause for regret or alarm in the fact that India is still able to obtain so handsome a profit

from the reserves of gold which had been accumulated in previous years.

24. *Post Office Cash Certificates and Savings Bank deposits.*—It will be observed from the ways and means statement which is printed with the Financial Secretary's memorandum, that the figure for net receipts from Post Office Cash Certificates has been reduced in the revised estimate for the current year from Rs. 5,50 lakhs to Rs. 2,78 lakhs and that we have included Rs. 2,75 lakhs under this head in our forecast for next year. This is of course due to the reductions in the rate of interest on these certificates which took place in April and December 1934, the actual rate being now 3 per cent. Post Office Savings Bank deposits, on the other hand, show a net increase from Rs. 6,00 lakhs in the original estimates for the current year to Rs. 7,10 lakhs in the revised and Rs. 8,75 lakhs in the forecast for 1935-36. The rate of interest on these deposits has been 2½ per cent. since the end of 1933, and this is clearly becoming increasingly attractive with the general decline in security yields.

25. *Provincial requirements.*—The revised estimate here shows a reduction from Rs. 6,25 lakhs to Rs. 4,40 lakhs, but we have provided in our forecast for 1935-36 for an increase to Rs. 10,82 lakhs, owing to the fact that we have decided to finance the repayment of the Bombay Development Loan, 1935.

26. *Treasury Bills.*—Last year my predecessor estimated that at the end of the financial year the amount of treasury bills outstanding with the general public would be about Rs. 30 crores. The actual figure on the 1st of April 1934 was Rs. 33·31 crores. In addition treasury bills held in the Paper Currency Reserve amounted to Rs. 25·93 crores. The figures for the 31st March 1935 are expected to be Rs. 22 and Rs. 27½

crores respectively. After the transfer on the 1st of April 1935 of the assets in the Paper Currency Reserve to the Reserve Bank, all treasury bills will be shown under one head. On this basis the figures for the beginning and end of the year 1934-35 are Rs. 59·24 and Rs. 49½ crores respectively and in our forecast for the coming year we have anticipated a further reduction to Rs. 46 crores.

27. *Borrowing programme.*—We have issued two loans in India during the current year. The first was a re-issue of 3½ per cent loan 1947-50 at 98/8 per cent and the amount subscribed was approximately Rs. 25,13 lakhs. A few months later owing to the continued improvement in our credit we were able to issue a rupee loan at a nominal rate of 3 per cent for the first time since 1896. The 3 per cent bonds 1941 were issued at 99 per cent, and the amount subscribed was Rs. 10,67 lakhs. As a result of these new loans we have been able to repay Rs 19,48 lakhs of 4 per cent loan 1931-37 and Rs. 12,94 lakhs of 4½ per cent bonds 1934. Both of the new issues stand well above their original price. Next year we shall have to provide for the repayment of Rs. 16 crores of 6½ per cent Treasury Bonds, 1935, and Rs. 11·4 crores of 5 per cent Bonds 1935. We have also the option of repaying £11·9 millions of 6 per cent Sterling Bonds 1935-37 and £3½ millions of East Indian Railway 4½ per cent debenture stock 1935-55. The total amount of loans which we can repay or convert is thus approximately Rs. 48 crores. In addition to this we are, as I have just said, providing for the repayment of the Bombay Development Loan, 1935, and we expect to reduce the total amount of treasury bills outstanding by a further Rs. 3½ crores. Allowing for a remittance of £26 millions we anticipate that we could meet all these liabilities without raising more

than Rs. 25 crores by fresh borrowing, but of course the amount, time and manner of our borrowing will depend entirely on market conditions during the year.

PROPOSALS FOR 1935-36.

28. I now come to our proposal both in regard to the balance of Rs. 3,89 lakhs which we except to have at 31st March next and to the surplus of Rs. 1,50 lakhs which we estimate for 1935-36. The former is of course non-recurrent and is only available for non-recurring purposes. The latter represents the maximum limit of the sums which can be devoted to tax-reduction during the year 1935-36.

29. *Grants to provinces for schemes in rural areas.*—To take the non-recurrent balance of Rs. 3,89 lakhs first we consider that the needs of the rural areas should have the first claim on this and we have decided to set aside a sum of Rs. 1,00 lakhs for distribution to the provinces to be spent on schemes for the economic development and improvement of such areas. I recognise that it may be contended that schemes for rural development are primarily the function of Provincial Governments, whether those schemes take the form of the introduction of improved methods of agriculture, the establishment of industries to give employment to, and increase the income of, the cultivators, or measures designed to effect a general improvement in the condition of village life. It is a problem to which all Local Governments are fully alive and to which Provincial Ministers in particular have devoted much attention, since these matters were entrusted to them. Schemes have been examined and worked out but unfortunately many of them are still merely paper schemes, for even before the financial stringency of recent years some Local Governments could only devote very

inadequate funds to those purposes and in the recent years of crisis and retrenchment it has been impossible for any Local Government to find money for new projects however likely they were to contribute to the prosperity of the province. We feel therefore that now when the Central Government fortunately happens to have balances on which it can draw, we cannot do better than make some share of it available to the provinces to carry out schemes which have been held up and thereby show that the Government of India have a very deep concern with the welfare and prosperity of the cultivators and are prepared to help Local Governments to carry out schemes for their benefits.

I have used the expression economic development and improvement of rural areas and I have indicated that I use that expression in a wide sense to cover any measure which will conduce to the amelioration of the conditions of the cultivators and rural classes. One such measure is the Co-operative Movement and we have for the last 7 or 8 months had an expert on duty under the Central Government to examine how the movement stands. Mr. Darling who has acquired great experience of the movement in the Punjab has been touring round the provinces discussing the question with Local Governments and Provincial Registrars. We propose to earmark a sum of Rs. 10 to 15 lakhs out of the crore which I have mentioned and this, we hope, will enable Governments to develop the movement on sound financial foundations. Details of the measures and the conditions on which the grants will be given will be settled after we have considered Mr. Darling's Report.

As regards the remaining Rs. 85 to 90 lakhs I do not propose at present to define very closely the terms on which

it will be distributed to the Provinces or the purposes for which it will be used. I may, however, say that we shall probably adopt the basis of rural population for distribution and we shall certainly impose the two following conditions:—

(1) that the grant should be spent on schemes approved by the Government of India which will improve the economic position of the people, and

(2) that it will be devoted only to schemes which the Local Government would not otherwise have been able to undertake in the immediate future.

We shall give preference to schemes which can be put quickly into operation but the money need not all be spent immediately or during the year 1935-36. Some provinces may not have schemes in final shape; in others the Local Government may prefer to spread the expenditure over more than on year. It will of course rest primarily with the Local Government to decide what schemes can most profitably be under taken. What may be suitable in one province will not necessarily be suitable to another, but Provincial Minister are fully acquainted with local conditions and the needs of the rural population and will know what is most suited to those needs. We shall keep the public fully informed of what is done in each province. Having regard to the huge population of rural India I recognise that the sums we are allotting will not go very far, but they will at least do something to help the cultivator.

30. *Roads.*—We also propose to make a special contribution of Rs. 40 lakhs to the Government of India's reserve in the Road Development Fund. There is obviously great scope for expenditure on road development, and I am very glad to be in a position to supplement the somewhat exiguous resources of the Road Development Fund reserve, which was designed, as Hon'ble Members are aware, for the purpose of making grants towards works of special importance or to

specially necessitous parts of India. The Government have drawn up a programme for the expenditure of the additional sum now available and in this prime consideration is being given to the needs of the Province of Assam, which seems to me to be about the most necessitous of all the provinces.

31. *North-West Frontier Roads.*—A further sum of Rs. 25 lakhs we propose to set aside for schemes of development in the North-West Frontier Province. Most of this will be spent on the construction of roads in the tribal areas, and the remainder will be devoted to schemes of economic development in that area. I wish to make it clear that we have no intention of implementing this policy by force or without the consent of the tribes in whose territory the roads will be constructed. A petition has already been received from the Afridis asking that a road may be constructed through a small area in Tirah and it is hoped that this development may lead to a fuller recognition not only by this important tribe but also by others of how their true interests are served by improvement of their communications with British India. It is considered that from the point of view of Government this expenditure, which will probably be spread over several years, is fully justified both on financial and political grounds. As the House is aware the relations between the frontier tribes and Government have not always been peaceful and very large sums have been expended from time to time upon military operations of a punitive and wholly unproductive nature. We hope that by improving communications and by assisting the tribes to become economically self-supporting we shall not only avoid the necessity for such operations in future but shall transform in course of time a potential danger into a source of strength to India.

32. *Broadcasting.*—The last item of special expenditure which I have mentioned in this connection is a provision

of Rs. 20 lakhs for the development of Broadcasting. As has already been announced, it is proposed shortly to construct a large transmitting station in Delhi, and we hope later to undertake the construction of a similar new station at Madras. The existing stations at Calcutta and Bombay are also in urgent need of improvement and extension. Broadcasting is of course an immensely important factor in the intellectual and cultural development of a country and India cannot afford to fall too far behind in this matter.

33. After these special grants have been made there should remain a balance of Rs. 2,04 lakhs. A large part of this sum I propose to put aside for two schemes which it was provisionally decided to finance from capital. These are the civil aviation programme, which is expected to cost Rs. 93 lakhs, and the transfer of the Pusa Institute to Delhi which will cost about Rs. 36 lakhs. I was not myself very happy about the decision to charge to capital these two schemes, which are certainly not in any strict sense of the word remunerative. And now that we have an accrued revenue surplus it seems to me sound policy to use part of it for these purposes and to avoid the creation of what might have become an awkward precedent. The remainder of the surplus amounting to Rs. 75 lakhs will now go as an additional allotment for the reduction of debt and this concludes the disposal of the sums which we expect to have in hand on the 31st March next.

DISPOSAL OF SURPLUS FOR 1935-36.

34. We can now turn to next year and the surplus of Rs. 1,50 lakhs available for tax reduction. But I must first mention three items which though they do not appreciably affect the financial position are nevertheless of some importance.

35. *Additional Import Duty on Salt.*—The first of these is the additional import duty on salt. Personally I am very doubtful whether this duty can even achieve the purpose for which it was designed. I have moreover a good deal of sympathy with the views which have in the past been expressed by Hon'ble Members from Bengal that an impost which has the effect of helping the producers of Aden at the expense of the consumers of Bengal is fundamentally unfair. In any case the duty will require reconsideration in view of the impending separation of Aden and Burma. Taking all these things into consideration I was disposed to think that the duty ought to be abolished at once but that would perhaps have been a little harsh to the vested interests which have grown up and I shall therefore propose to the House that the duty shall be extended for one year, without prejudice to any action which Government may see fit to take at the end of that year. I hope that this extension will be accepted by the House though I should perhaps make it clear that, if it should prefer to remove the duty at once, in this matter at any rate we should accept its decision. Incidentally we do not propose to make any change in the arrangements for the distribution of the proceeds of the duty.

36. *Silver.*—The next is silver and here we propose to reduce the duty to 2 annas an ounce. This action is dictated by no theory as to the place to be taken by silver in the monetary economy of the world nor has it any connection with the view sometimes expressed that India should be encouraged to build up her hoards of the metal. It is simply a matter of business. There is no doubt that at the present level the duty is encouraging smuggling, there is no doubt that this smuggling is extremely difficult to prevent and there is no doubt that the honest trader is being injured by the illicit

trade which is being carried on. At the lower level which we now propose smuggling should become unprofitable and the honest trader will come into his own. I propose to assume that we shall get the same yield from the 2 annas as would have been obtained from the 5 anna duty which is, I think, fully justified by the circumstances in which the reduction is taking place. The reduction will take place immediately by notification.

37. *Export Duty on Skins.*—The third change of a minor order is the abolition of the export duty on raw skins. During the eight months ending 30th November 1934 the export trade in raw skins declined in volume, as compared with the corresponding period of the previous year, from 13,133 tons to 8,938 tons and in value from Rs. 2,24 lakhs to Rs. 1,19 lakhs. We all believe of course that the most necessary factor in India's economic recovery is a revival of her export trade. Many of us feel angry and humiliated at our inability to suggest any positive action designed to promote that end apart from international action of a kind which is not at present likely to be taken, namely, a general agreement to reduce tariffs and quotas. But here is one case, though unfortunately only a small one, where some action is possible within the bounds of our available resources and I think that it should be taken. The change will take place as from the 1st April and the loss of revenue will be Rs. 8 lakhs.

MAIN PROPOSAL FOR 1935-36.

38. *Reduction of Taxes on Income.*—We still have Rs. 1,42 lakhs left to dispose of and I propose to do this in accordance with the pledge of my predecessor in which he said " Relief must come first in restoring the emergency cuts in pay and secondly in taking off the surcharge on the income tax now to be imposed."

Although the tax on smaller incomes was not strictly a surcharge, it does, I think, come within the spirit of the pledge and I propose to deal with it and the surcharges on income-tax and super-tax together. The removal of the surcharges altogether would cost Rs. 3,34 lakhs a year while the removal of the tax on incomes between Rs. 1,000 and Rs. 2,000 would cost a further Rs. 75 lakhs. Clearly with a surplus of Rs. 1,42 lakhs only we cannot remove the whole of the two surcharges and the quasi-surchage but what we can do is to reduce them all by one-third and this is what I in fact propose. The cost will be Rs. 1,36 lakhs leaving us with a purely nominal surplus of Rs. 6 lakhs.

CONCLUSION.

39. Clearly this Budget will completely satisfy very few people. It certainly does not satisfy me. There are many who will bitterly complain that it has not been possible to remove the whole of the emergency taxes on income, I myself am extremely disappointed that it has not been possible to take the first steps in the revision of our revenue tariff in a downward direction. Certainly that tariff is too high, certainly it is far too complicated and on both counts it is a restraint on trade and recovery. No doubt I shall be told that if only I had exercised a little more imagination, both of the desirable objects could have been achieved but do not let us forget that imaginative financiers usually end up in gaol. In any case we have before us the task of financing the inception of Provincial Autonomy. This cannot be performed by any effort or pure imagination, but if we continue in the path of prudence we shall, I believe, find that we can fulfil it triumphantly and, what is more, from time to time provide further alleviations to taxpayers.

P. J. GRIGG.

The 28th February 1935.

RAILWAY BUDGET.

Extract from the proceedings of a meeting of the Legislative Assembly held on Monday, 18th February 1935.

SPEECH OF THE RAILWAY MEMBER INTRODUCING THE RAILWAY BUDGET FOR 1935-36.

This is the last occasion on which I shall discharge the annual duty of presenting to the Assembly a budget for the Railways of India. The three years during which this task has fallen on me, have unfortunately been part of that period of depression which overtook the world some five years ago. We have spent these years in battling against the effects of shrinking traffic and dwindling receipts. Development and expansion have had to be subordinated to the rigid demands of economy, and hopes of effecting much desired improvements have steadily faded away under the paramount necessity for conserving our financial resources. The prime consideration in these years has had to be the safeguarding of our financial position. We bear, it is true, severe traces of the storm which, we hope, we have at last weathered, but the intrinsic strength of that position is, I venture to submit, unimpaired. This period of trial has, moreover, not been without its silver lining. The need for the pursuit of economy, translated into terms of greater efficiency, has been impressed ineffaceably on Railway Administrations, and the results will, I hope, be permanently reflected in their working.

2. In presenting the budget for 1934-35 this time last year, I drew attention to the improvement that had begun to manifest itself in traffic during 1933-34, and expressed the belief that the steady upward trend in our goods earnings

justified us in the hope that, at last, we were fairly on the road to recovery, though I was careful to add that it would be rash to anticipate any rapid progress for some time along that road. On that anticipation the Budget for the current year was framed. The course of events since last February has fortunately borne out those hopes, and we now have additional grounds for an even more optimistic forecast. Though our progress has been slow, it has been steady, and set-backs, though not entirely absent, have been on the whole few and of no serious magnitude.

3. I need not detain the House this year with lengthy explanations of changes in the form of the papers placed in the hands of Hon'ble Members, because I am glad to say there are none requiring such notice. I might, however, draw particular attention to the graphs included this year in the Budget Memorandum which show, at a glance, the important features of railway finance from the time the Railway Budget was separated from the General Budget. Before I pass on to my main business today, may I suggest to Hon'ble Members who are new to this House that, when giving notice of cuts, they should follow the practice observed in recent years in the Assembly of indicating the questions which they intend to raise. The obvious advantage of this procedure is that it enables Government members to supply the House with fuller information on the points raised than would be possible otherwise.

Financial results of 1933-34.

4. The Administration Report of Railways for 1933-34 has been in the hands of members for some time, and it is unnecessary for me to deal at length with the results of that year save to say that they followed our anticipations fairly

closely. The actual deficit for the year, shown in our accounts, was just under 8 crores. It would have been about half a crore less but for the fact that, owing to holidays at the end of the financial year, a portion of our earnings for the year 1933-34 could not be credited in our accounts until the following year.

Revised estimates for 1934-35.

5. In presenting the budget for 1934-35 we estimated a deficit of 5¼ crores, including our loss on strategic lines. For the first time in recent years I am glad to be able to say that the results we have already achieved, justify us in the hope that the year will end appreciably better than we anticipated. The improvement in our traffic receipts has been larger than we allowed for, and, including the ½ crore transferred from last year to the current year, we now estimate our total traffic receipts at 90¾ crores against 89 crores originally budgeted for. The working expenses have also increased but to a smaller extent—roughly half a crore. We now estimate our net revenue, taking into account our miscellaneous receipts and expenditure, at about 27½ crores instead of 26¾ crores, as originally anticipated. The interest charges are a trifle less than we provided, and our net deficit has been reduced from 5¼ crores to 4¼ crores, of which commercial lines account for about 2⅓ crores. This will be met, as in previous years, by a temporary loan from the depreciation fund, the actual balance of which at the end of the financial year will be 11 crores against 9½ crores at the beginning of the year.

6. We are indeed fortunate that our anticipations of traffic receipts have been more than fulfilled. But, though the improvement in goods receipts which we hoped for has

been realised, and indeed more than realised, we have seen this year a further fall in our passenger receipts. Part of this is, I have no doubt, due to the reduction of 3rd class fares that we have recently introduced on some of our railways, for, both in regard to the number of passengers and the lead per passenger, the figures for this year are appreciably above the figures for the last year. The results of our experiment on the North Western Railway have not so far been entirely encouraging. During the 12 months following the reduction in fares, there has been an increase of 11 per cent. (6 million) in the number of passengers carried but a decrease of 1 per cent. (4 lakhs) in earnings. The figures are now being analysed in detail by zones, and we shall endeavour to apply the lessons we shall learn from this experiment more generally. I may also add that we have embarked on a somewhat similar experiment on the Great Indian Peninsula Railway of reducing third class fares. On the Eastern Bengal Railway, we have started an experiment of another sort, *viz.*, of issuing third class return tickets at $1\frac{2}{3}$ fares. We naturally hope that the increase of passengers, which we expect as a result of these reductions, will justify them and will be more than enough to counterbalance the immediate loss in earnings resulting therefrom. But, even if these innovations result in no more than a balancing of the position, the greater facilities afforded to a larger number of passengers will have made them worth while.

7. When, however, we turn to our goods traffic, there are definite grounds for congratulation. Except under oil seeds, sugar and jute, the Railways have carried a much larger tonnage, and their earnings have been much higher during the months, April to November, of the current year

than in the corresponding period of last year. The increase under coal is over 11 per cent. in tonnage and 12 per cent. in earnings. In rice the increase is 20 per cent. in tonnage and 10 per cent. in earnings. In gram and pulses it is over 30 per cent. both in tonnage and earnings. In metallic ores, the increase is still more remarkable; it is over 40 per cent. in tonnage and over 50 per cent. in earnings. These figures seem to me strong justification for the view that we have definitely turned the corner and that we may now hope once more with some measure of confidence for a period of balanced budgets, so far at any rate as our commercial lines are concerned.

8. While the traffic receipts in the current year, making allowance for the transfer of half a crore from earnings from last year to the current year, are about 3¼ crores more than last year, our increased working expenses (excluding depreciation) are expected to be less than ¾ of a crore higher. Most of this increased expenditure is due to the necessity for heavier repairs to all kinds of railway assets, including permanent way, buildings, rolling stock and equipment. As has been pointed out in previous years, the reduction in expenditure effected since the year 1931-32 was, to an appreciable extent, necessarily of the nature of postponement of expenditure, and the time has come when these arrears have to be made up. As a result, we have had to spend about half a crore more than last year on repairs. There is, further, the additional cost of coal, staff, etc., required for moving the additional traffic we obtained. All told, however, the estimated increase in working expenses is less than a quarter of the estimated increase in receipts.

9. I gave to the House last year a brief account of the damage caused by those disastrous convulsions of Nature,

the Bihar earthquake and the sudden floods in the river Ganges which not only damaged, but threatened with destruction, the protection works of the Hardinge bridge on the Eastern Bengal Railway. We had little material at the time to frame an accurate estimate ; but I stated that the cost of repairing the damage might well be between ¾ crore and a crore so far as the earthquake went, and between a crore and a crore and a half for the Hardinge bridge. It will interest the House to know what are our present estimate of the amounts required. We now anticipate that, during the three years 1933-34 to 1935-36, we shall require about 82 lakhs for the repair of earthquake damages and 137 lakhs for the Hardinge bridge protection works. As regards the latter, the House will be glad to hear that the works already constructed have proved sufficient to withstand all pressure during the flood season of 1934 successfully except for three serious slips which are now being repaired. Though the situation is not entirely free from danger, there is every hope that the steps already taken and those proposed to be taken will be sufficient to protect the bridge, and I may add, the results of the investigations so far made warrants the hope that the additional works required will not be so extensive as was at one time expected. Following the recommendations of the Committee which examined the whole situation most carefully arrangements have been made with the kind co-operation of the Government of Bombay, which I am glad to acknowledge here, to carry out experiments in Poona with a working model embodying, as far as possible, the actual conditions prevailing. It is anticipated that these experiments will give us most valuable data to guide us for the future.

Budget estimates for 1935-36.

10. Our total estimate of traffic receipts on State lines next year is 93½ crores against 90¾ crores this year, which

latter figure includes the half crore I have referred to as due to purely adventitious circumstances. Our total working expenses, including depreciation, are expected to amount to 64½ crores. Including miscellaneous receipts of ¾ crore, our net revenue will be 29¾ crores ; interest charges will be just under 31¾ crores, and our deficit will thus be 190 lakhs. A loan of this amount from the depreciation fund will be required with the result that the fund will show an actual balance of 13 crores at the end of the year. Our estimated deficit of 190 lakhs has been arrived at after providing for a deficit on strategic lines of 197 lakhs. On commercial lines alone, therefore, we expect that we shall be able just to balance our budget, our estimate of the final result being a small surplus of 7 lakhs.

11. The course of events for the last 18 months justifies us, we believe, in estimating for the next year an increase in traffic receipts to the extent of 3¼ crores, which is the amount by which this year's receipts have exceeded those of the previous year. The steady, almost continuous, improvement shown this year in our goods traffic, and the increase in passenger traffic, though not in earnings, can, in our opinion, be taken as definite indications of a regular upward trend, which may be expected to continue. We desire to avoid undue optimism, and we are therefore allowing only for the same increase next year as we expect to get this year.

12. All signs at present point to a further improvement in the future which is likely to be sustained, if not spectacular. We feel we are justified in giving practical expression to this conclusion by a reduction in certain freight rates, and it is this feeling of confidence in the furture which has led to the decision announced a few days ago of a reduction in the

surcharge on coal freights. This reduction may be considered small in itself, but taking all the circumstances into consideration, including the fact that the surplus we are forecasting is exiguous, and may with a very slight change for the worse in our traffic turn into a deficit, we do not think we would be justified in going further. The reduction, it is estimated, will in the event of no increase resulting in the volume of traffic, involve a loss in earnings of over 20 lakhs on the carriage of coal for the public. The maximum of Re. 1 imposed on the reduced surcharge of 12½ per cent. will, we feel sure, be of considerable benefit to long distance traffic on which the burden of the present rate has fallen most heavily. The result will be that the surchage on all distances above 700 miles will be the same. To take a concrete instance, the surcharge on the freight from the Jheriah Coalfields to Karachi or Ahmedabad or Lahore or Delhi will be the same as the surcharge to Ghaziabad.

13. Our ordinary working expenses we place at a crore and five lakhs above the figure for the current year. Of this sum, 92 lakhs are due to the fact that it has been decided not to reimpose the cuts in pay which were first imposed three years ago as an emergency measure. Apart from the fact that more than half the staff on State Railways are actually Government servants and that Railways have therefore from the beginning followed the policy of Government in this matter, we feel that, with a revival in earnings to an extent that we think will enable us to balance the budget of commercial lines without recourse to the continuance of the cut, we could not, consistently with our pledges, refuse to follow the action taken with regard to other Government servants. The wide discontent among our staff which would have followed any attempt to single them out for specially unfavourable

treatment, would, I have no doubt have resulted in grave detrement to efficiency, if not indeed in serious labour trouble.

14. For the rest, our estimate of working expenses provides for the continuance of expenditure on repairs and maintenance on about the same scale as during the current year. It also provides for a special expenditure of 10 lakhs to re-condition some of our wagons which, though still nowhere near the end of their normal life, have proved very uneconomical to maintain and run. If we can do this at a reasonable cost, it will prove more economical than the purchase of new wagons. The only other point of interest I would like to refer to in connection with our estimates of expenditure, is the proposal to make the Central Standards Office permanent with a somewhat larger staff and to provide an annual grant for research. The valuable work done by this office in standardising articles required for railways with the dual object of making such articles cheaper by enabling processes of mass production to be employed in their manufacture and of encouraging such manufacture in the country itself, is well known and I need hardly dilate on it at any length here. This organisation has, however, been somewhat hampered in its activities by insufficient staff and inadequate funds for research, and I am glad that, with the improvement in our financial prospect, we have been able to set apart a small sum for the purpose of accelerating these directly remunerative activities.

15. I have referred in my two previous budget speeches to the extent of our contributions to the depreciation fund and the criticisms we were occasionally subjected to on that account. I regret to say that we have not been able to arrive at final conclusions on the wide and complicated question of what

should be the theoretically proper allocation of works expenditure between capital and revenue, but, pending such a decision, we have decided, after consultation with the Auditor-General and with the concurrence of the Standing Finance Committee for Railways and the Public Accounts Committee and with the approval of the Secretary of State to simplify our calculations for the depreciation fund by taking the amount to be put by for depreciation as a definite fraction, *viz.*, 1/60th of the total capital at charge. As a result, during 1935-36, the amount that we have to set aside for depreciation will be 13¼ crores, about 45 lakhs less than during the current year.

16. I must emphasise at this stage that this decision has been taken purely from the point of view of simplification of procedure and should not be treated as indicative of the final views of Government on the general question of the amount which should be provided for the purpose required. The fraction adopted has been selected to yield as far as possible the same results as the older complicated calculation. In the first ten years, the average annual contribution under the old method was 12.17 crores and under the new method it would be 12.10 crores.

17. I have in previous years expressed my confidence in the essential strength and soundness of the financial position of Indian Railways notwithstanding the successive deficits since 1930-31. The results of the last year and the estimates which I am placing before the Assembly to-day have, I make bold to claim, justified that optimism. A review of results, if it is to be of any value, must extend over a sufficiently lengthy period to eliminate the distorting effects of temporary causes and give a true picture of the whole.

Taking broad results, it will be seen that in the 12 years ending with 1935-36, 6 years of prosperity and 6 of adversity, the net results of the working of all State-owned lines, commercial and strategic, will, if our present estimates prove correct, be a surplus of 14 crores and an accumulated balance in the depreciation fund of 41½ crores. In other words, during this long period of varying fortune, we shall have earned a net income of over a crore a year after meeting working expenses, providing for accruing depreciation and paying interest in full on borrowed capital.

18. Our programme of works expenditure for 1935-36, though more extensive than in the last few years, is still far below the programmes of the pre-depression period. We are providing 15 crores of which ¼ crore is for new construction and 44 lakhs for the purchase of the Amritsar-Paiti-Kasur Railway, a line 55 miles in length, which is owned by a private company and can be purchased, on remunerative terms, as from January next. On improvements of the open line, we expect to spend the balance of 14¼ crores. In order to meet the larger traffic expected, we are purchasing about 5,000 wagons, of which 4,250 will be general service wagons to be added to our pool. The total cost of these wagons is expected to be 2¼ crores.

19. Of new works, I need mention only a few. The construction of the Megna Bridge on the Assam Bengal Railway is a work of great importance as ensuring uninterrupted communication between Eastern Bengal and Assam. The extension of the electrified suburban section of the Bombay, Baroda, and Central India Railway from Borivli to Virar will not only be of great convenience to the public, but is expected to be highly remunerative. There is a third

project for which are we providing a small sum but which it has not yet been definitely decided to build, *viz.*, the Karaikudi-Melur-Madura line in Southern India. It appears likely from a detailed examination to be sufficiently remunerative to warrant construction. It was, moreover, placed sometime ago by the Madras Government high up on their list of recommended lines, but, before we come to a final decision, we propose to follow the procedure recommended by the Transport Advisory Committee and shall first refer the question of its construction to the Madras Government for their advice in consultation with the other interests concerned. In following this course, we hope to initiate the practice of friendly consultation between the authorities concerned with a view to the most economic development of communications in the best interests of the country as a whole for which the railways will always stand.

20. I have endeavoured to set out without embellishment the bare facts in regard to our financial position, but this somewhat cold recital gives no indication of the human effort which has gone to secure the result. I need not apologise for repeating an appeal I have made more than once for a fair assessment of the difficulties which Railway Administrations have to face and of the manner in which they have endeavoured to overcome them. It seems to me that no organisation, public or private, is brought into such close, such intimate and such continuing contact with the public as the Railway Department. It is, so to speak, continually and ceaselessly on its trial, literally every minute of the day and every day of the year. In these circumstances it is not surprising that occasions should arise for legitimate criticism. The only consolation is that those occasion do not arise more often. I would ask the public sometimes to

glance at the other side of the picture, at the organisation, the forethought, the unremitting care, the technical skill and the devotion to duty, on the part of the lowest to the highest official, which are essential if the railways of India are to meet effectively and efficiently the administrative and economic needs of the country. I should be guilty of ingratitude if I failed to acknowledge the work which all ranks of Railwaymen have done during a period of exceptional trial and the spirit in which they have met the heavy calls made upon their patience and endurance during the lean years through which we have passed. If I single out two names, *viz.*, those of Sir Guthrie Russell, the Chief Commissioner, and Mr. P. R. Rau, the Financial Commissioner, to couple with a special expression of acknowledgment, it is because they have been in almost daily contact with me and I owe much to their unfailing courage, under the most depressing circumstances, their sound judgment and their extraordinary capacity for work. A personal tribute of this nature is, I think, permitted to an outgoing Member.

21. I would like to conclude with a reference to the future of Railways in India. There is an impression, I believe, that, entrenched behind a position which was once of considerable advantage, they resent all encroachment upon what they regard as their own peculiar sphere and refuse to advance with the times and forge new and more effective weapons to meet attacks which modern developments have made possible. Whatever may have been the attitude of Railways in the past, I have no doubt that they are now fully alive to the need for a re-orientation of their administrative policy and methods. I have never ceased to lay emphasis on the necessity for this and have lost no opportunity of impressing it on those responsible for the administration of railways. A passage from my last address to the

Railway Conference may be of interest and will at least be useful as helping to secure the emphasis which comes of iteration. It runs as follows :—

" The competition which Railways are experiencing at the hands of rival means of transport has been engaging our very serious attention now for some time. It is not a passing phase. It is a permanent challenge which will grow in intensity and which will, I believe, be felt eventually in fields not yet seriously threatened. The projected developments in Civil Aviation in India are significant, and I would ask you to remember that the impossible of to-day is the commonplace of to-morrow. Scientific research may, quite conceivably and perhaps sooner than we imagine, cut down by a substantial margin to-day's operating costs of motor transport. Whatever may be the strictly narrow railway view of such competition present and prospective, we must all admit that in the larger interests of the country it is good that it should exist, for only through such rivalry can the public be assured of the maximum efficiency in service at a minimum cost. Apart from everything else, such competition is inevitable, and there is only one sound method of meeting it. So long as Railways do not live in the past, so long as they endeavour strenuously to meet fully, efficiently and effectively the ever varying demands of the present yet keep their eyes searchingly on the future and its possibilities, so long and no longer will they endure successfully."

If the ideal of Indian Railways is to secure the highest efficiency at the lowest cost, they will continue for many a long year to come to serve this country's needs as successfully as in the past. It has been my endeavour to keep that ideal before them.

Rules and Regulations for the Measurement for Tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a Special General Meeting of the Chamber, held on the 24th September 1924.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII.—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Package shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurements shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be remeasured on board, written notice being given by the owner, agent or master of the ship to the shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expense connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and Assistants, to fix and to pay such salaries to

that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

(Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a Special General Meeting of the Chamber held on the 24th September 1924.)

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Customs House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;

(*b*) the name of the shipper;

(*c*) the name of the vessel;

(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;

and in the case of goods shipped by boats—

(*h*) the registered number of the boat;
(*i*) the name of the tindal.

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such person or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement

is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 24th September 1924 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the callipers may, when standing exactly in front, pull them tight with his hands but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground and that

bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give a certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales—pies 6 per bale.

(*b*) On Round Timber or Logs—each annas 8.

(*c*) On Gunny bales from Calcutta, Hide and Skins, Piece-goods, and all goods not included under (*a*), and (*b*) packages of diverse dimensions—annas 2 per package.

Subject to a rebate of anna one per package on the Measurer's certifying that the lot measured consisted of not less than 50 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel —annas 2 per package.

(*e*) When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15 which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at the time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of measurement fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches : As found with tape.

Breadth : The mean of two measurements taken with callipers at thickest and thinnest portions.

Depth : The mean of two measurements taken with callipers at thickest and thinnest portions.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary supported by evidence of time as here provided refund will be made of the difference between the fee as prescribed under Order 16 (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than three Rupees.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shipper or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be measured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken and shall give to the shipper or the owner agent or master of a vessel a certificate of the measurement so found and write thereon the word "Protested Certificate.

Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22 and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of Measurement Slips together with indelible pencil and carbon paper for making such slips in quadruplicate. The Measurer will hand to the shippers at the time of measurement the original and third carbon copy; the first carbon copy will be handed to the ship agents' representative on demand and the second carbon copy will be retained for the Chamber's records.

Provided that when goods are shipped in boats for delivery alongside the said first carbon copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following return of the imports of Coal into Bombay by Sea and Rail in the years 1928 to 1934 is printed for the information of members:—

From	1928.	1929.	1930.	1931.	1932.	1933.	1934.
By Sea	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe	21,685	15,331	14,153	16,822	11,758	2,945	6,145
Australia	4,970	784	1,190	3,190	2,000	2,130	6,852
Japan	..	508	400	..	..	335	..
Africa	118,987	135,790	145,095	10,299	..	3,920	..
Other Foreign Countries	109	1,657	..	..	..	..	..
Calcutta	268,780	333,746	240,707	437,309	461,834	419,238	411,572
Total—By Sea .	414,531	537,766	401,545	467,620	475,592	428,568	424,569
Total—By Rail ..	66,790	52,838	46,731	43,383	26,136	19,526	19,234
Grand Total ..	481,321	590,604	448,276	511,003	501,728	448,094	443,803

WHEAT.

The total area reported for the season 1933-34 was 36,062,000 acres as against 32,970,000 acres the previous year, or an increase of 3,092,000 acres or 9 per cent. The total yield of the crop was estimated at 9,358,000 tons as compared with 9,449,000 tons the previous year or a decrease of 91,000 tons or 1 per cent.

The following figures show the total Acreage and Outturn of Wheat in each official year from 1892-93 to 1933-34:—

Years.	Area (in thousand Acres.)	Outturn (in thousand Tons.)
1892-93	27,759	7,649
1893-94	28,71[illegible]	7,269
1894-95	28,422	6,999
1895-96	24,071	5,380
1896-97	20,580	5,363
1897-98	24,538	7,208

WHEAT STATISTICS—*contd.*

Years.	Area. (in thousand Acres.)	Outturn. (in thousand Tons.)
1898-99	25,370	6,838
1899-1900	18,688	5,357
1900-01	23,868	7,094
1901-02	23,446	6,091
1902-03	23,433	7,971
1903-04	28,413	9,641
1904-05	28,470	7,582
1905-06	26,296	8,579
1906-07	28,536	8,159
1907-08	22,806	6,104
1908-09	26,068	7,598
1909-10	28,018	9,591
1910-11	30,490	10,041
1911-12	31,141	9,925
1912-13	29,524	9,715
1913-14	28,475	8,358
1914-15	32,475	10,091
1915-16	30,320	8,652
1916-17	32,940	10,234
1917-18	35,487	9,922
1918-19	23,798	7,508
1919-20	29,949	10,122
1920-21	25,783	6,706
1921-22	28,207	9,830
1922-23	30,844	9,982
1923-24	31,181	9,660
1924-25	31,774	8,866
1925-26	30,471	8,696
1926-27	31,303	8,973
1927-28	32,193	7,791
1928-29	31,973	8,591
1929-30	31,654	10,469
1930-31	32,189	9,305
1931-32	33,803	9,024
1932-33	32,970	9,449
1933-34*	36,062	9,358

* Subject to revision.

Estimate of the Wheat Crop of the Season 1933-34. Share of each Province and State of Area and Yield for 1932-33 and 1933-34. (000's omitted.)

Provinces and States.	Area.			Yield.			Increase or Decrease in the Current Year over.				Yield per Acre.	
							Area.		Yield.			
	Current Year 1933-34	Previous Year 1932-33	Average of preceding 5 Years.	Current Year 1933-34.	Previous Year 1932-33.	Average of preceding 5 Years.	Previous Year 1932-33.	Average of preceding 5 Years.	Previous Year 1932-33.	Average of preceding 5 Years.	1933-34.	1932-33.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Per cent.	Per cent.	Per cent.	Per cent.	lbs.	lbs.
British Provinces.												
Punjab	9,773	8,561	9,462	2,794	2,813	3,015	+13·8	+ 3·3	— 0·7	— 7·3	640	733
United Provinces	8,453	7,667	7,408	2,537	2,713	2,710	+10·3	+14·1	— 6·5	— 6·4	672	793
Central Provinces and Berar	3,441	3,451	3,289	715	655	607	— 0·3	+ 4·6	+ 9·2	+ 17·8	465	425
Bombay	3,233	2,627	2,139	632	602	423	+23·1	+51·1	+ 5·0	+ 49·4	438	513
Bihar and Orissa	1,222	1,235	1,216	476	492	489	— 1·1	+ 0·5	— 3·3	— 2·7	873	892
North-West Frontier Province	1,041	1,013	1,002	241	237	221	+ 2·8	+ 3·9	+ 1·7	+ 9·0	519	524
Bengal	145	143	129	41	41	31	+ 1·4	+12·4	..	+ 32·3	633	642
Delhi	46	42	43	18	11	11	+ 9·5	+ 7·0	+63·6	+ 63·6	877	587
Ajmer-Merwara	29	22	27	7	6	8	+31·8	+ 7·4	+16·7	— 12·5	541	611
Total British Provinces.	27,383	24,791	24,715	7,461	7,570	7,515	+10·5	+10·8	— 1·4	— 0·7	611	684
Indian States.												
Punjab States	1,519	1,336	1,329	459	442	406	+13·7	+14·3	+ 3·8	+ 13·1	677	741
United Provinces State (Rampur)	127	122	116	35	31	30	+ 4·1	+ 9·5	+12·9	+ 16·7	617	569
Central Provinces States	100	102	102	20	15	22	— 2·0	— 2·0	+33·3	— 9·1	448	329
Bombay States	593	509	484	158	176	141	+16·5	+22·5	—10·2	+ 12·1	597	774
Central India States	2,082	2,070	1,961	407	341	301	+ 0·6	+ 6·2	+19·4	+ 35·2	438	369
Gwalior State	1,507	1,394	1,195	302	319	252	+ 8·1	+26·1	— 5·3	+ 19·8	449	513
Rajputana States	1,476	1,268	1,230	349	355	296	+16·4	+20·0	— 1·7	+ 17·9	530	627
Hyderabad State	1,201	1,301	1,145	149	168	126	— 7·7	+ 4·9	—11·3	+ 18·3	278	289
Baroda State	72	74	76	17	31	18	—2·7	— 5·3	—45·2	— 5·6	529	938
Mysore State	2	3	3	1	1	1	—33·3	—33·3	..	..	560	463
Total Indian States	8,679	8,179	7,641	1,897	1,879	1,593	+ 6·1	+13·6	+ 1·0	+ 19·1	490	515
Grand Total	36,062	32,970	32,356	9,358	9,449	9,108	+ 9·4	+11·5	— 1·0	+ 2·7	581	642

(*a*) About 500 tons.

The fluctuations in the total Exports of Wheat from India to Foreign Countries during the last 53 years are shown below :—

(1881-82 to 1932-33).

Years.	Tons.	Rs.	Years.	Tons.	Rs.
1881-82	995,050	8,62,00,618	1907-08	880,459	8,58,50,350
1882-83	709,688	6,08,88,136	1908-09	109,757	1,34,00,777
1883-84	1,050,070	8,89,58,112	1909-10	1,050,574	12,70,90,884
1884-85	792,494	6,31,60,182	1910-11	1,266,150	12,95,82,291
1885-86	1,053,446	8,00,53,311	1911-12	1,361,166	13,34,84,580
1886-87	1,113,181	8,62,59,856	1912-13	1,660,163	17,69,37,226
1887-88	676,908	5,56,23,733	1913-14	1,202,295	13,13,33,561
1888-89	880,570	7,52,32,794	1914-15	706,383	8,32,04,161
1889-90	690,110	5,79,26,147	1915-16	652,879	8,44,06,594
1890-91	716,024	6,04,24,260	1916-17	748,913	9,15,34,812
1891-92	1,515,335	14,38,20,022	1917-18	1,454,374	19,00,27,665
1892-93	748,672	7,44,03,835	1918-19	476,103	6,75,30,929
1893-94	607,842	5,19,39,850	1919-20	8,642	20,36,604
1894-95	344,506	2,56,62,468	1920-21	237,665	4,10,03,185
1895-96	500,208	3,91,43,765	1921-22	80,809	1,46,82,887
1896-97	95,531	83,64,498	1922-23	220,194	3,44,02,127
1897-98	119,630	1,34,11,515	1923-24	636,352	9,11,80,928
1898-99	976,024	9,71,96,877	1924-25	1,111,691	17,19,49,952
1899-1900	485,204	3,90,94,963	1925-26	211,637	3,60,24,737
1900-01	2,501	3,00,832	1926-27	175,949	2,71,07,422
1901-02	366,090	3,25,59,204	1927-28	299,733	4,40,57,408
1902-03	514,607	4,51,53,570	1928-29	114,707	1,69,23,702
1903-04	1,295,565	11,08,89,5-6	1929-30	14,971	21,24,473
1904-05	2,150,025	17,90,60,692	1930-31	136,505	1,94,87,643
1905-06	939,523	8,53,43,996	1931-32	20,215	15,12,460
1906-07	801,445	7,25,44,650	1932-33	2,194	3,82,265
			1933-34	2,060	3,26,964

COTTON 1933-34.

The preliminary Government forecast issued in August 1933 and relating to 77.5 per cent. of the total area indicated an acreage of 14,031,000 acres, as compared with 13,413,000 acres (revised) at the corresponding period in 1932, or an increase of 5 per cent.

The final estimate issued in a supplementary memorandum at the end of April 1934 for the whole of India was 23,739,000 acres as compared with 22,483,000 acres (revised) for the previous year, or an increase of about 5½ per cent.

Government estimated the final yield at 4,970,000 bales against 4,653,000 bales (revised) for the season 1932-33. Compared with private estimates the Government estimate was fully million bales lower, without taking into consideration the 7½ lakhs bales put down for domestic consumption.

Excessive rainfall in the Omra districts once again marred yield prospects to some extent and the final Omra outturn fell short of the average normal by about 3 lakhs bales. The Broach and Dhollera crops came under the influence of the cold wave which swept over Northern and Central India during February 1934 and frost destroyed a good deal of the crop, especially in the Dhollera Section. The Sind and Punjab districts however produced a bumper crop so that the total Indian crop was about 9 lakhs bales bigger than the one raised in 1932-33.

The following figures show the movement of Cotton through Bombay during the season 1933-34 :—

	Bales.
Stocks on 1st September 1933 including mill stocks as estimated by the East India Cotton Association, Ltd. ..	712,502
Arrivals during the year ending 31st August 1934 (actual bales).. ..	2,454,338
	3,166,840

Exports during the year ending 31st August 1934 :—

By Sea—

	Bales.
United Kingdom	66,598
Continent	329,765
China	157,595
Japan	978,368
Other Foreign Countries & Coast Ports.	22,950
Total by sea ..	1,555,276
By Rail to Up-country	91,239
	1,646,515
Bombay Mill Consumption	613,014
*Estimated carry over on 31st August 1934	907,311
Total ..	3,166,840

* The East India Cotton Association Ltd., estimated the stocks on 31st August 1934 at 821,766 bales.

Export by Sea to Foreign Conntries in 1933-34 as compared with 1932-33 were as follows :—

	1933-34. Bales.	1932-33. Bales.	Difference.
United Kingdom ..	66,598	66,812	— ·32 per cent.
Continent	329,765	359,718	—8·32 „
Japan	978,368	1,064,636	—8·10 „
China	157,595	135,415	+16·37 „
America	——	—	—

The season opened with Broach April/May at Rs. 203-12-0, Omra Dec./Jan. at Rs. 173. and Bengal Dec./Jan. at Rs. 148-8-0. The Japanese boycott of Indian cotton and the weakness of the Dollar worked for a gradual decline in prices until at the end of November April/May Broach touched Rs. 174. and Dec./Jan. Omra and Bengal Rs. 149-12-0 and Rs. 127, respectively.

With the approach of the termination of the boycott towards the end of December 1933 the market developed a firmer undertone, with good enquiry for Omras. The actual lifting of the boycott coincided with strong markets in America and prices here registered a sharp rise. Subsequently the advance was gradual and on 9th February Broach April/May touched Rs. 217. From the cultivator's point of view it was unfortunate that the end of the boycott did not synchronise with the start of the movement of new crop in India. The farmer in the Omra, Bengal and Sind/Punjab districts had to part with a good portion of his crop at prices considerably lower than what he would have got had the Japanese been in the market from the very commencement of the season.

During the general decline in prices in March and April our market was sepecially weak, the April/May Broach contract declining to Rs. 181. At this time the crop restriction programme in America began to be felt and overseas markets advanced. Owing to abnormally large stocks and a falling off in the Continental demand our market was not in a position to follow the advance in America to its full extent. The peak of the price *viz*, Broach April/May Rs. 238-12-0 was reached after the August Bureau report with which was construed as bullish. In the absence of further bullish incentive from America the advance could not be maintained and the season closed with Broach April/May at Rs. 226. Omra Dec./Jan. at Rs. 198-8-0 and Bengal Dec./Jan. at Rs. 145-8-0.

The following table gives details of arrivals into Bombay by Sea and Rail during the season with the total of the five previous years. (Actual weight converted into Bales of 3½ cwts. in each, after allowing 2 per cent. for tare in the case of receipts by rail.) Season ending 31st August in each case :—

Varieties.	1933-34.	1932-33.	1931-32.	1930-31.	1929-30.	1928-29.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandesh	326,265	220,402	121,806	324,940	294,922	365,837
Central India	243,550	208,096	113,798	339,182	411,394	392,022
Barsi Nugger	171,299	134,595	80,711	169,346	262,001	263,289
Hyderabad Gaorani	51,146	55,949	22,434	85,728	93,161	85,586
Berar	502,736	471,173	250,475	593,289	731,747	792,419
Central Provinces	117,698	136,713	75,094	373,926	406,227	393,745
Dhollera	156,431	297,573	250,430	281,614	198,899	249,115
North-West Provinces	9,184	8,246	26,970	93,552	140,446	62,338
Rajputana	61,623	84,484	56,570	53,365	58,599	51,886
Sind Punjab	190,913	107,256	140,672	124,112	153,145	135,491
Broach	252,100	327,831	240,317	303,395	287,060	196,453
Compta Dharwars	92,421	96,406	86,693	98,274	160,648	137,799
Westerns Northerns	65,472	75,428	48,586	49,378	71,241	67,321
Cocanada	475	115	10	24	103	6
Tinnevelly and Cambodia	52,368	61,326	16,851	42,670	46,250	40,357
Persians	2,829	8,063	2,951	1,438	704	1,774
Americans	26,622	75,106	280,808	140,296	15,889	11,719
Egyptians	49,971	32,745	121,032	148,947	12,387	1,636
Africans, East	143,304	133,448	133,162	179,473	134,533	107,747
Comilla, Burmah and other Sorts ..	28	188	† 322	* 702	858	47
Total ..	2,516,435	2,535,233	2,094,692	3,403,951	3,480,214	3,356,587

* Including 178 Bales of Russian Cotton. † Including 111 Bales of Russian Cotton.

The following table gives the Actual Clearances of Cotton from Bombay to different Countries during the years ending 31st August from 1927-28 to 1933-34 :—

To	1933-34.	1932-33.	1931-32.	1930-31.	1929-30.	1928-29.	1927-28.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
United Kingdom	66,598	66,812	25,053	82,741	87,255	68,430	91,409
France	64,600	101,935	21,202	120,833	183,175	167,013	149,682
Belgium	73,430	91,075	32,957	91,598	205,175	260,037	210,096
Holland	13,318	10,200	5,641	16,268	27,958	19,477	12,811
Sweden	61	140	....	330	1,155	605	330
Denmark	110	....	27	220	382	75	165
Germany	35,117	37,280	20,092	101,380	167,324	128,507	103,849
Poland	7,237	1,925	....	....	....	....	....
Portugal	110	....	45	85	625	218	55
Spain	29,665	23,207	15,355	35,667	66,576	38,987	32,139
Italy	88,158	86,123	30,237	143,222	205,339	222,296	197,394
Fiume	1,100	896	782	1,928	444	56	168
United Kingdom, Belgium-Holland or Germany (for orders).	1,581	2,180	1,600	....	....	....	....
Greece	14,936	4,707	50	2,130	919	240	200
United States of America ..	....	....	25	2,392	37,189	40,806	5,250
Chili	....	....	....	170	110	....	....
China	157,595	135,415	209,936	469,023	467,351	340,157	269,950
Japan	978,368	1,064,636	552,508	1,434,134	1,179,964	1,455,567	1,120,753
Other Foreign Countries ..	844	2,498	3,180	1,577	1,382	3,909	4,551
Indian Ports—Calcutta, etc. ..	22,448	27,357	35,135	25,809	24,202	16,575	24,238
Total ..	1,555,276	1,656,336	953,825	2,529,507	2,656,525	2,762,955	2,223,040

Comparative statement showing the Actual Clearances of Cotton from Bombay by Sea to different Ports during the years 1934 *and* 1933.

To	1934			1933.			Increase or Decrease.		Per-centage.
	Six months ending 30th June.	Six months ending 31st Dec.	Total for 12 months.	Six months ending 30th June.	Six months ending 31st Dec.	Total for 12 months.			
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	
London	....	....	....	1	....	1	—	1	....
Liverpool	17,561	11,316	28,877	26,556	16,851	43,407	—	14,530	33.47
Manchester	25,454	7,267	32,721	20,673	13,001	33,674	—	953	2·83
Glasgow	20	....	20	....	....	....	+	20	....
Liverpool or Manchester	375	....	375	....	1,040	1,040	—	665	63·94
Marseilles	1,327	1,222	2,549	1,844	1,331	3,175	—	626	19·71
Havre	4,236	3,779	8,015	6,611	4,929	11,540	—	3,525	30.54
Dunkirk	31,783	8,339	40,122	50,817	29,348	80,165	—	40,043	49·95
Bordeaux	....	60	60	....	....	....	+	60	....
Antwerp	22,071	13,322	35,393	19,682	22,289	41,971	—	6,578	15.67
Ghent	18,250	12,276	30,526	26,481	23,545	50,026	—	19,500	38.97
Antwerp, Hamburg, Bremen, Dunkirk or Rotterdam ..	811	1,319	2,130	292	1,044	1,336	+	794	59·43
Rotterdam	7,886	3,643	11,529	5,640	5,660	11,300	+	229	2·02
Gothenburg	....	6	6	30	....	30	—	24	80.00
Gefle	6	....	6	....	....	....	+	6	....
Norkopping	....	28	28	....	....	....	+	28	....
Vejle	110	....	110	....	....	....	+	110	....
Stockholm	....	55	55	....	....	....	+	55	....
Hamburg	13,193	7,670	20,863	8,525	8,845	17,370	+	3,493	20·10

Comparative statement showing the Actual Clearances of Cotton from Bombay by Sea to different Ports —contd.

To	1934. Six months ending 30th June.	1934. Six months ending 31st Dec.	1934. Total for 12 months.	1933. Six months ending 30th June.	1933. Six months ending 31st Dec.	1933. Total for 12 months.	Increase or Decrease.	Percentage.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
Bremen	6,988	1,013	8,001	10,494	10,519	21,013	— 13,012	61·92
Memel	50	29	79	....	....	....	+ 79	....
Riga	8	118	126	....	....	....	+ 126	....
Gdynia	3,025	2,432	5,457	660	4,538	5,198	+ 259	4·98
Lisbon	110	110	220	....	....	....	+ 220	....
Pasages	825	1,480	2,305	1,870	1,380	3,250	— 945	29·07
Alicante	....	600	600	....	....	....	+ 600	....
Barcelona	12,972	14,987	27,959	9,053	14,341	23,394	+ 4,565	19·51
Tarragona	200	50	250	100	....	100	+ 150	....
Castellon de la Planna	25	....	25	....	....	....	+ 25	....
Fiume	550	605	1,155	495	495	990	+ 165	16·66
Trieste	11,434	12,771	24,205	10,364	14,820	25,184	— 979	3·88
Genoa	16,979	24,776	41,755	21,320	23,419	44,739	— 2,984	6·66
Venice	10,405	15,889	26,294	6,546	8,454	15,000	+ 11,294	75·29
Venice for orders ..	....	200	200	....	....	....	+ 200	....
Leghorn	275	55	330	....	220	220	+ 110	50·00
Naples	1,120	5,180	6,300	2,660	1,947	4,607	+ 1,693	36·74
Mestre	1,145	1,250	2,395	778	2,935	3,713	— 1,318	35·49
Varna	....	55	55	....	....	....	+ 55	....
Bourgas	....	165	165	....	105	105	+ 60	57·14
Constanza	....	340	340	....	....	....	+ 340	....
Salonica	1,904	2,374	4,278	650	2,840	3,490	+ 788	22·57
Mytilene	....	100	100	....	25	25	+ 75	....

Comparative statement showing the Actual Clearances of Cotton from Bombay by Sea to different Ports —concld.

To	1934 Six months ending 30th June	1934 Six months ending 31st Dec.	1934 Total for 12 months.	1933 Six months ending 30th June.	1933 Six months ending 31st Dec.	1933 Total for 12 months.	Increase or Decrease.	Percentage.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
Piraeus	3,703	4,941	8,644	1,130	4,593	5,723	+ 2,921	51·03
Chalkis	85	....	85	75	....	75	+ 10	13·33
Volos	....	....	....	50	....	50	— 50	....
Syra	50	395	445	50	450	500	— 55	11·00
New York	....	10	10	....	....	....	+ 10	....
Boston	....	15	15	....	....	....	+ 15	....
Savaanah	....	125	125	....	....	....	+ 125	....
Seattle	....	50	50	....	....	....	+ 50	....
San Francisco ..	....	50	50	....	....	....	+ 50	....
Los Angeles	....	250	250	....	....	....	+ 250	....
Australian Ports ..	....	410	410	156	500	656	— 246	37·50
Japanese Ports .	741,441	474,008	1,215,449	780,783	71,461	852,244	+ 3,63,205	42·61
Chinese Ports ..	62,574	33,330	95,904	89,450	114,884	204,334	— 1,08,430	53·06
Indo-China-Haiphong	2,725	....	2,725	....	5,200	5,200	— 2,475	47·59
Singapore	....	53	53	....	....	....	+ 53	....
Jaffa	25	....	25	....	25	25	....	....
Haiffa	25	....	25	....	....	....	+ 25	....
Durban	1	....	1	....	....	....	+ 1	....
Mauritius	....	2	2	6	....	6	— 4	66·66
Colombo	....	1,251	1,251	285	100	385	+ 866	224·93
Jeddah	1	....	1	24	....	24	— 23	95·83
Port Said	50	50	100	....	....	....	+ 100	....
Calcutta and Coast Ports.	11,316	10,404	21 720	16,965	13,261	30,226	— 8,506	28·14
Total ..	1,033,094	680,225	1,713,319	1,121,116	424,395	1,545,511	Net Increase 1,67,808	or 10·85 per cent.

COTTON.

Receipts at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted).

Year ending 30th June.	Receipts.	Exports to			Mill Consumption.	Total.	Year ending 30th June.	Receipts.	Exports to			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ..	..	867	3	870	American War. In '63 and 64 Bombay imported Cotton from China.		1888 ..	1,472	893	58	951	500	1,451
							1889 ..	1,851	1,286	46	1,332	565	1,897
							1890 ..	2,235	1,488	71	1,559	636	2,195
							1891 ..	2,020	1,070	107	1,177	762	1,939
1865 ..	..	1,065	1	1,066			1892 ..	1,770	905	202	1,107	728	1,835
1866 ..	..	1,187	14	1,201	42	1,243	1893 ..	1,738	816	169	985	724	1,709
1867 ..	..	1,277	5	1,282	46	1,328	1894 ..	1,769	908	159	1,067	731	1,798
1868 ..	..	1,030	48	1,078	47	1,125	1895 ..	1,540	525	143	668	815	1,483
1869 ..	..	1,225	56	1,281	48	1,329	1896 ..	2,151	800	346	1,146	849	1,995
1870 ..	..	1,115	50	1,165	49	1,214	1897 ..	1,612	603	405	1,008	703	1,711
1871 ..	..	967	39	1,006	50	1,056	1898 ..	1,730	424	409	833	817	1,650
1872 ..	1,085	1,002	48	1,050	52	1,102	1899 ..	2,033	578	520	1,098	951	2,049
1873 ..	1,151	1,079	34	1,113	53	1,166	1900 ..	988	117	444	561	745	1,306
1874 ..	978	917	34	951	67	1,018	1901 ..	1,896	620	340	960	696	1,656
1875 ..	1,311	1,192	25	1,217	83	1,300	1902 ..	2,142	525	732	1,257	987	2,244
1876 ..	1,345	1,285	20	1,305	135	1,440	1903 ..	2,454	921	349	1,270	986	2,256
1877 ..	1,073	980	35	1,015	147	1,162	1904 ..	2,151	1,036	423	1,459	973	2,432
1878 ..	1,141	920	38	958	161	1,119	1905 ..	2,609	384	664	1,048	1,072	2,120
1879 ..	961	800	46	846	204	1,050	1906 ..	2,663	1,017	477	1,494	1,141	2,635
1880 ..	832	652	64	716	181	897	1907 ..	2,949	1,169	747	1,916	1,115	3,031
1881 ..	1,171	874	34	908	220	1,128	1908 ..	2,123	731	454	1,185	1,079	2,264
1882 ..	1,832	1,521	87	1,608	277	1,885	1909 ..	2,166	643	723	1,366	1,099	2,465
1883 ..	1,770	1,335	95	1,430	313	1,743	1910 ..	3,152	1,054	968	2,022	984	3,006
1884 ..	1,759	1,295	100	1,395	348	1,743	1911 ..	2,467	1,014	668	1,682	953	2,635
1885 ..	1,139	791	70	861	392	1,253	1912 ..	2,540	383	923	1,306	1,078	2,384
1886 ..	1,480	1,009	61	1,070	391	1,461							
1887 ..	1,703	1,147	40	1,187	454	1,641							

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted).

Year ending 31st August.	RECEIPTS.		Total Receipts.	EXPORTS.			Total Exports.	Mill Consumption.	Total.
	India.	Foreign Countries.		Europe.	China and Japan.	Elsewhere.			
1913	2,733	46	2,779	534	1,023	30	1,587	* 1,072	2,659
1914	3,733	6	3,739	1,301	1,245	24	2,570	1,078	3,648
1915	2,683	5	2,688	405	1,441	15	1,861	1,026	2,887
1916	3,133	6	3,139	294	1,691	8	1,993	1,096	3,089
1917	3,103	17	3,120	302	1,321	7	1,630	1,131	2,765
1918	2,279	27	2,306	293	1,213	7	1,513	1,068	2,581
1919	2,525	18	2,543	195	885	11	1,091	1,000	2,091
1920	3,405	22	3,427	629	1,579	24	2,232	957	3,189
1921	2,786	116	2,902	494	1,381	26	1,901	1,061	2,962
1922	3,383	109	3,492	645	1,896	52	2,593	1,074	3,667
1923	3,611	61	3,672	851	2,086	53	2,990	1,060	4,050
1924	3,227	93	3,320	1,104	1,558	53	2,715	821	3,536
1925	3,573	95	3,668	713	2,021	33	2,767	995	3,762
1926	3,208	127	3,335	552	1,874	26	2,452	778	3,230
1927	2,692	474	3,166	419	1,539	27	1,985	995	2,980
1928	3,235	189	3,424	798	1,391	34	2,223	569	2,792
1929	3,233	123	3,356	906	1,796	61	2,763	631	3,394
1930	3,317	163	3,480	946	1,647	63	2,656	877	3,533
1931	2,933	470	3,403	599	1,903	27	2,529	839	3,368
1932	1,557	538	2,095	153	763	38	954	921	1,875
1933	2,286	250	2,536	427	1,200	30	1,657	798	2,455
1934	2,294	223	2,517	396	1,136	23	1,555	907	2,462

N.B.—As noted in the Chamber's Report for 1913, the figures shown above represent the volume of trade in cotton from 1st September to 31st August instead of for the year ending 30th June as was previously the case.

* Year ending 30th June.

RAINFALL AT BOMBAY, 1843 TO 1934.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month during the years 1843-1934, is published for the information of members:—

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843	..	..	..	..	0·15	7·61	20·62	17·70	8·39	0·77	..	..	55·24
1844	0·06	0·33	..	..	..	18·58	29·28	5·91	8·05	0·40	..	0·10	62·71
1845	..	..	..	..	..	17·88	18·07	9·54	8·63	..	..	..	54·12
1846	..	..	..	..	..	26·41	33·19	6·65	6·65	1·03	..	..	73·93
1847	0·09	0·02	..	0·31	1·40	37·56	16·46	8·68	5·68	0·28	5·53	..	76·01
1848	..	..	..	0·59	5·67	39·98	13·90	7·37	2·32	5·84	0·19	..	75·86
1849	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850	..	..	..	..	..	14·80	20·15	5·39	4·77	4·89	0·25	..	50·25
1851	..	..	..	..	0·52	24·50	47·02	20·03	3·89	0·04	0·07	..	96·07
1852	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853	..	0·05	0·02	..	..	33·70	13·05	5·95	9·83	..	..	..	62·66
1854	..	..	..	..	..	16·34	38·95	3·90	13·61	7·49	1·85	..	82·14
1855	..	..	..	..	..	29·18	11·83	3·82	5·29	9·06	..	..	50·18
1856	..	..	..	..	2·09	24·66	24·48	6·73	7·78	0·06	..	0·12	65·92
1857	..	..	..	..	0·57	9·26	8·74	15·71	14·21	2·78	..	..	51·27
1858	..	..	..	0·15	1·57	14·44	20·12	7·48	15·47	3·22	..	..	62·45
1859	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860	..	..	..	..	0·03	21·97	22·39	7·11	8·15	2·50	..	..	62·15
1861	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	..	73·63
1863	0·41	..	..	0·11	0·07	23·41	30·78	10·60	9·98	2·32	..	..	77·68
1864	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865	0·38	..	..	..	..	10·61	18·28	36 42	4·86	6·16	1·14	..	77·85
1866	..	0·11	..	..	..	13·47	40·34	20·34	3·44	0·74	..	..	78·44
1867	..	..	..	..	..	8·70	39·39	12·21	6·80	5·07	0·13	..	72·30
1868	..	..	..	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869	..	..	0·01	..	0·03	26·22	23·89	15·24	22·56	3·55	0·05	0·12	91·66
1870	..	..	..	..	..	21·73	26·43	6·27	7·08	4·65	..	..	66·21
1871	2·22	..	0·03	0·02	1·25	8·91	9·96	8·95	6·01	0·25	2·97	0·06	40·58
1872	..	..	..	..	0·06	24·43	24·84	9·49	16·59	1·07	..	..	76·48
1873	..	0·05	..	..	0·51	20·36	16·98	23·96	7·77	0·07	..	..	69·70
1874	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875	0·47	..	..	..	..	24·36	15·39	12·23	31·76	..	0·35	..	84·56
1876	..	..	..	..	0·01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878	0·03	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·89	2·61	..	112·77
1879	..	..	0·08	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880	..	0·01	0·02	..	..	21·48	18·37	4·08	22·80	1·18	..	..	67·94
1881	..	..	0·04	..	0·36	15·29	29·47	19·06	4·56	4·17	0·09	..	73·04
1882	..	0·04	0·02	0·08	0·02	27·54	26·94	3·36	10·08	1·12	0·03	..	69·23
1883	0·12	..	..	..	0·33	13·65	39·88	12·57	12·37	10·40	0·86	..	90·18
1884	0·03	..	..	..	..	13·25	25·37	15·29	17·04	2·22	0·60	1·14	75·44
1885	..	..	..	..	0·02	5·11	21·81	25·42	12·01	3·54	..	..	67·91
1886	..	..	..	0·01	0·96	43·45	35·79	10·69	6·54	1·69	0·61	..	99·74
1887	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·79	1·02	0·16	94·95
1888	1·85	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0·11	1·16	..	57·82
1889	..	..	..	..	0·67	19·89	30·45	10·32	2·71	3·80	..	..	67·84
1890	..	..	..	0·01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	1·13	66·18
1891	..	..	0·22	..	..	13·99	32·48	6·94	22·53	1·04	..	..	77·20
1892	..	..	..	..	0·11	13·30	23·86	36·56	18·73	1·89	0·67	..	95·12
1893	..	0·14	..	0·02	6·30	21·47	16·14	13·55	7·54	0·45	1·63	..	67·24
1894	0·22	..	0·06	0·01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·85
1895	..	0·07	..	..	0·18	17·84	18·04	15·97	11·91	3·62	0·06	..	67·59
1896	..	..	..	..	0·26	28·02	36·44	20·77	1·62	0·01	0·53	..	87·65
1897	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	0·22	..	81·75
1898	..	0·17	..	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09
1899	..	..	..	1·57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900	..	..	..	..	..	18·26	25·75	17·62	7·49	..	..	..	69·12

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1901 ..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·81	0·39	..	..	75·37
1902 ..	..	..	..	..	..	9·77	16·96	16 53	27·11	0·78	0·01	0·81	71·99
1903 ..	..	..	0·17	..	7·79	19·75	24·82	18·23	7·82	5·91	..	..	84·42
1904 ..	..	..	0·07	..	0·02	15·10	10·14	5·72	1·81	0·56	..	..	33·42
1905 ..	..	0·03	..	..	..	6·53	15·30	4·35	6·16	0·20	1·04	..	33·56
1906 ..	..	0·15	..	..	..	12·91	18·34	20·92	3·98	..	..	..	56·30
1907 ..	..	0·27	..	0·06	..	22·48	59·05	15·99	2·26	0·67	..	..	100·73
1908 ..	0·09	0·07	0·06	..	..	12·39	23·65	9·87	6·79	0·62	..	..	53·54
1909 ..	..	..	..	..	..	16·60	30·05	8·52	16·05	..	..	..	71·22
1910 ..	..	..	..	..	0·03	23·50	6·50	18·15	15·25	4·29	0·14	..	67·86
1911 ..	0·06	..	..	..	0·04	10·85	15·24	17·09	2·96	..	0·27	..	46·58
1912 ..	..	..	..	..	0·43	10·79	25·40	9·90	3·26	0·65	3·62	..	54·05
1913 ..	..	0·07	..	..	..	25·81	33·33	3·72	5·75	2·35	..	..	71·03
1914 ..	..	0·08	..	0·07	..	16·65	30·13	13·27	21·06	0·01	0·18	..	81·45
1915 ..	..	0·30	0·69	0·06	0·36	39·78	14·62	8·45	10·78	2·55	0·02	..	77·67
1916 ..	..	..	..	0·04	0·07	23·43	22·78	19·51	14·59	4·79	0·72	..	85·93
1917 ..	..	1·68	..	..	0·88	14·96	13·26	32·18	16·92	10·96	..	..	99·82
1918 ..	..	..	1·46	..	11·00	10·82	4·25	4·81	3·11	..	0·09	..	35·54
1919 ..	0·11	..	..	..	..	16·31	31·30	10·85	8·03	1·54	0·18	..	68·32
1920 ..	0·99	0·33	..	..	..	8·16	22·00	5·18	4·05	0·34	..	..	41·05
1921 ..	..	..	..	..	..	26·74	35·68	10·36	13·02	0·22	..	..	86·02
1922 ..	..	..	..	..	..	26·48	31·15	5·08	6·95	0·61	..	0·14	70·41
1923 ..	..	0·05	..	0·02	..	7·19	43·26	8·72	18·32	..	..	..	77·56
1924 ..	..	..	..	..	..	7·46	16·73	15·43	12·13	0·06	0·38	..	52·19
1925 ..	..	..	..	..	2·76	27·86	8·38	7·71	3·52	0·22	0·37	..	50·82
1926 ..	2·99	..	..	..	0.10	6.19	30.88	22.21	8.98	1.29	..	..	72.64
1927 ..	..	0.04	0.03	..	..	32·52	16.85	6·74	5.33	7·30	5·48	0·09	74·38
1928 ..	..	0·01	..	..	..	27·71	30·93	16.65	9·01	0·43	0·09	..	85·72
1929 ..	0·63	..	0·02	0·04	..	25·45	16·08	6·06	5·58	4·82	0·22	0·86	59·70
1930 ..	..	..	..	..	0·02	26·71	10·26	6·64	43·85	2·50	..	..	89·98
1931 ..	..	..	..	0·01	..	6·08	47·50	23·71	4·48	13·07	2·40	0·69	97 94
1932 ..	..	..	..	..	..	10·62	35·30	6·96	11·13	9·01	0·01	..	73·03
1933 ..	..	..	..	..	2·85	10·29	14·13	18·81	12·31	3·04	0·01	0·93	62·37
1934 ..	..	..	..	..	..	28·5	21·4	14·0	5·9	0·2	3·8		73·8

RAINFALL OF THE YEAR 1934.

The following table is compiled from the Reports issued by the Meteorological Department in order to present, in a condensed form, a definite record of the weather during the South-West Monsoon months of the past year and also during the whole year:—

DIVISION.	STATION.	From 1st June to 31st Oct. 1934.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1934.	Annual normal.
Bay Islands ..	Port Blair	120·1	+41·6	146·2	116
Lower Burma.	Victoria Point	112·2	—15·5	166·8	166
	Mergui	117·6	—11·0	145·6	161
	Tavoy	176·0	— 8·5	200·8	215
	Amherst	175·8	..	206·6	213
	Rangoon	75·3	— 6·2	101·4	99
	Bassein	87·7	— 6·3	98·8	109
	Diamond Island	192·5	+02·9	207·4	118
	Gwa	164·1	+ 9·6	176·9	172
	Toungoo	77·1	+ 6·7	82·5	83
	Kyaukpyu	172·8	+10·1	184·0	188
	Akyab	154·7	—25·7	169·1	203
	Minbu	25·5	— 0·7	30·6	35
	Yamethin	39·4	+11·8	46·1	38
Upper Burma.	Mandalay	20·9	+ 3·0	26·1	33
	Monywa	29·4	+ 6·5	33·4	31
	Bhamo	59·1	— 1·1	70·9	72
	Myitkyina	86·9	+19·7	99·7	79

DIVISION.	STATION.	From 1st June to 31st Oct. 1934.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1934.	Annual normal.
ASSAM	Dibrugarh	70·3	— 6·9	108·4	108
	Sibsagar	78·9	+14·6	113·6	96
	Tezpur	51·4	— 1·8	81·3	74
	Gauhati	57·4	+11·9	82·0	65
	Dhubri	47·7	—25·9	77·8	97
	Silchar	102·3	+20·2	175·0	125
BENGAL	Cox's Bazar	130·4	+12·4	141·8	141
	Chittagong	97·7	+16·4	115·7	103
	Narayanganj	62·1	+ 8·7	80·2	74
	Barisal	73·4	+10·4	86·6	82
	Jessore	40·8	— 8·4	50·2	66
	Calcutta	48·5	— 2·7	54·4	63
	Saugor Island	51·7	— 5·5	..	69
	Burdwan	39·3	— 6·8	50·1	59
	Berhampore	21·5	—25·7	30·4	57
	Mymensingh	72·4	+ 2·0	94.8	93
	Bogra	48·2	— 8·8	65·1	71
	Dinajpur	49·4	—10·0	58·9	71
	Jalpaiguri	124·7	+19·8	145·8	122
ORISSA	Balasore	42·9	— 7·2	47·0	63
	Chandbali	68·5	..	72·8	61
	Cuttack	59·8	+ 9·5	61·1	59
	Sambalpur	60·7	0	61·5	66
	Sointilla	...	..	..	..
CHOTA NAGPUR	Chaibasa	36·8	— 6·5	37·8	52
	Ranchi	48·9	— 0·7	50·9	57
	Hazaribagh	42.7	— 4·3	45·7	53
	Daltongani	45·3	+ 5·0	49·5	45
B.HAR	Purnea	40·6	—14·2	45·6	62
	Darbhanga	38·8	— 6·2	41·2	50
	Patna	33·7	—10·8	35·9	40
	Gaya	50·8	+ 7·2	53·5	47
	Naya Dumka	44·8	— 5·1	53·3	57
UNITED PROVINCES, EAST.	Gorakhpur	53·9	+ 7·6	56·0	50
	Benares	38·9	+ 1·3	40·3	41
	Allahabad	26·7	— 9·7	28·7	39
	Cawnpore	28·9	— 4·3	32·3	36
	Lucknow	39·2	+ 4·1	42·2	39
	Bahraich	42·4	+ 2·0	44·6	45
UNITED PROVINCES, WEST.	Jhansi	48·9	+15·0	50·8	36
	Agra	17·7	— 6·7	20·1	27
	Mainpuri	24·0	0	27·0	27
	Bareilly	32·2	— 7·3	35·2	44
	Meerut	28·8	+ 1·2	32·1	32
	Roorkee	32·5	— 3·5	36·1	42
	Dehra Dun	96·0	+22·0	105·1	83
PUNJAB, EAST AND NORTH.	Delhi	25·3	+ 2·3	29·6	27
	Hissar	11·1	— 3·7	16·2	15
	Ambala	36·7	+12·5	42·2	31
	Ludhiana	15·7	— 6·7	21·1	29
	Lahore	9·3	— 5·8	11·6	20
	Sialkot	28·3	+ 5·4	33·6	31
	Rawalpindi	31·0	+ 8·0	29·0	35
PUNJAB, SOUTH-WEST.	Khushab	16·3	+ 6·6	20·8	15
	Lyallpur	9·6	— 1·7	11·5	13
	Montgomery	3·3	— 4·7	4·0	11
	Multan	5·8	+ 0·7	6·7	7
	Bahawalpur	2·2	— 1·6	3·0	6
	Khanpur	5·0	+ 0·2	5·3	7

DIVISION.	STATION.	From 1st June to 31st Oct. 1934.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1934.	Annual normal.
KASHMIR	Srinagar	2·6	— 6·2	15·7	26
	Gulmarg	..	..	..	..
	Sonamarg	9·4	— 6·1	67·9	71
	Dras	2·0	— 1·3	22·9	21
	Leh	0·3	— 1·4	1·6	3
	Skardu	1·4	— 0·6	4·1	7
	Gilgit	2·2	+ 0·2	4·9	5
N. W. FRONTIER PROV.	Peshawar	0·9	— 3·9	9·4	13
	Miranshah	7·0	..	..	..
	Dera I. Khan	7·6	+ 2·2	9·7	9
	Fort Sandeman	5·5	0	10·1	11
	Harnai	8·8	+ 1·1	14·3	14
	Quetta	2·7	+ 1·1	..	10
BALUCHISTAN.	Chaman	0	— 0·3	4·3	7
	Kalat	2·1	+ 0·8	7·8	7
	Dalbandin	0·2	— 0·1	3·0	4
	Nokkundi	0	..	0·8	..
	Panjgur	..	..	..	5
	Pasni	..	..	2·1	7
	Jacobabad	5·6	+ 3·3	5·9	4
	Chbor	4·3	..	4·7	..
SIND	Hyderabad	8·3	+ 2·3	8.5	7
	Karachi	8·0.	+ 2·1	8·4	8
	Badin	8·8	..	8·8	9
RAJPUTANA, WEST.	Bikaner	15·8	+ 6·0	16·9	12
	Jodhpur	14·9	+ 2·5	15·0	14
	Barmer	9·7	..	9·8	10
RAJPUTANA, EAST.	Jaipur	26·9	+ 4·9	28·2	24
	Ajmer	27·7	+ 9·1	28·7	21
	Kotah	50·6	+24·4	51·0	28
	Jhalrapatan	39·7	..	40·5	36
	Udaipur	28·8	+ 6·8	28·8	24
GUJARAT	Deesa	33·6	+ 9·9	33·8	25
	Bhuj	12·5	— 1·3	12·5	14
	Dwarka	13·2	+ 0·4	13·2	13
	Rajkot	17·9	— 7·5	17·9	26
	Veraval	34·3	+16·2	34·3	19
	Surat	49·5	+ 9·3	51·1	41
	Bhavnagar	27·5	+ 7·4	28·5	21
	Ahmedabad	28·6	+ 0·6	23·6	29
	Dohad	18·8	..	21·0	30
	Tankhala	46·1	..	..	..
	Baroda	38·8	..	41·0	..
CENTRAL INDIA, WEST.	Guna	57·5	..	62·2	..
	Neemuch	42·5	+15·0	44·6	29
	Indore	56·0	+24·7	57·7	33
	Bhopal	57.6	..	58·1	44
CENTRAL INDIA, EAST.	Nowgong	40·2	+ 0·3	43·0	42
	Sutna	60·0	+18·7	62·8	45
BERAR	Akola	32·7	+ 4·1	34·4	31
	Amraoti	42·3	+12·3	44·1	33
CENTRAL PROVINCES, WEST.	Khandwa	41·7	+14·0	42·8	30
	Hoshangabad	81·5	+35·5	84·6	49
	Saugor	82·1	+40·1	86·3	44
	Jubbulpore	66·0	+14·7	68·2	55
	Seoni	56·7	+ 8·0	59·1	53
	Nagpur	35.9	— 8·9	38·5	49
CENTRAL PROVINCES, EAST.	Pendra	61·3	+17·5	62·1	50
	Raipur	44·8	— 1·9	45·7	51
	Kanker	50·9	..	51·9	51
	Chanda	46·6	— 2·1	48·8	51
	Jagdalpur	76·6	+23·1	82·2	64
KONKAN	Bombay	70·0	— 0·9	73·8	71
	Matheran	..	..	..	..
	Ratnagiri	126·1	+28·7	128·5	100
	Marmagoa	94·6	..	95·9	..
	Karwar	112·1	— 2·0	113·6	116

DIVISION.	STATION.	From 1st June to 31st Oct. 1934.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1934.	Annual normal.
BOMBAY DECCAN.	Malegaon	11·0	— 9·1	14·0	22
	Ahmednagar	29·7	+10·2	32·3	22
	Khandala	..	..	172·4	..
	Poona	16·3	— 7·8	21·4	27
	Sholapur	24·7	— 0·8	29·7	29
	Miraj	18·2	..	23·3	25
	Bijapur	17·4	+ 0·2	21·1	21
	Belgaum	45·2	+ 1·7	50·1	50
	Gadag	9·9	..	13·6	25
HYDERABAD, NORTH.	Aurangabad	29·1	+ 4·2	32·4	27
	Parbhani	37·9	+ 8·9	43·0	33
	Nizamabad	36·9	+ 0·1	39·0	40
HYDERABAD, SOUTH.	Gulbarga	21·5	— 5·6	23·7	31
	Raichur	24·2	— 0·4	27·1	26
	Hyderabad	19·3	— 8·4	22·1	32
	Hanamkonda	32·5	+ 2·3	35·6	33
MYSORE	Chitaldrug	18·4	+ 0·7	26·8	25
	Bangalore	16·8	— 8·7	24·7	35
	Mysore	25·2	+ 4·9	26·4	31
MALABAR	Mangalore	111·3	— 3·0	116·5	126
	Calicut	90·4	— 7·4	108·3	117
	Cochin	79·9	— 6·5	97·9	114
	Trivandrum	33·7	— 5·0	56·2	65
MADRAS, SOUTH-EAST	Palamcottah	11·6	— 2·0	24·8	28
	Pamban	14·4	+ 2·7	33·5	37
	Madura	14·5	— 5·9	24·8	33
	Negapatam	16·5	— 4·5	37·1	55
	Trichinopoly	13·5	— 5·1	26·1	33
	Coimbatore	11·5	— 0·6	20·2	22
	Salem	24·6	— 2·4	34·6	39
MADRAS DECCAN.	Cuddalore	38·1	+11·4	54·9	52
	Vellore	30·0	+ 2·4	40·7	42
	Madras	29·8	+ 2·6	36·7	51
	Cuddapah	18·6	— 5·3	23·5	31
	Bellary	12·0	— 3·0	14·4	21
	Kurnool	16·0	— 6·4	20·3	26
	Anantapur	7·5	..	9·2	25
MADRAS COAST, NORTH.	Nellore	16·4	— 4·0	20·6	38
	Masulipatam	26·8	— 5·4	35·2	42
	Cocanada	35·5	+ 5·8	40·5	39
	Vizagapatam	28·6	+ 0·3	33·7	37
	Cailngapatam	24·3	—10·1	25·0	42
	Gopalpur	41·7	+ 5·7	44·7	45
HILL STATIONS, EXCLUDING KASHMIR & BALUCHISTAN.	Maymyo	48·2	+ 6·0	60·6	58
	Lashio	43.0	— 5·0	53·5	62
	Shillong	104·3	+41·3	125·5	84
	Cherrapunji	437·3	+103·7	534·9	424
	Darjiling	75·6	—30·0	103·7	123
	Mukteswar	40·4	+ 0·1	48·3	52
	Mussooree	69·3	— 1·9	82·7	84
	Simla	46·9	— 1·7	57·8	64
	Dharamsur	40·7	..	56·1	..
	Dalhousie	57·3	— 0·4	83·8	85
	Murree	31·6	— 6·1	55·2	60
	Cherat	6·6	— 5·2	21·1	27
	Parachinar	14·1	..	27·1	29
	Drosh	4·6	..	22·8	17
	Mount Abu	100·3	+41·7	100·8	61
	Pachmarhi	104·7	+32·1	107·1	77
	Mahabaleshwar	232·9	—27·1	237·2	266
	Mercara	102·9	— 9·4	109·4	125
	Kodaikanal	23·8	— 9·2	55·1	62
	Coonoor	25·8	..	53·9	66
CEYLON	Colombo	43·3	+ 7.9	114·3	84

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages with Receipts, Expenditure, &c.

Year ending.	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	..
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	..
Year ending 30th Nov. 1874	1,402,379	21,707	18,986	2,721	..
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	..
Do. 30th Nov. 1876	1,240,034	19,375	22,355	..	2 980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	..	3 230
Do. 30th Nov. 1878	1,040,961	20,837	23,287	..	2,457
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	..
Do. 30th Nov. 1880	1,163,545	33,219	20,804	10,135	..
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	..
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	..
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,187	..
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	..
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	..
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,311	..
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	..
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	..
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	..
Do. 31st Dec. 1890	2,335,935	45,872	23,171	22,701	..
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	..
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	..
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	..
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	..
Do. 31st Dec. 1895	1,679,325	34,921	21,546	13,375	..
Do. 31st Dec. 1896	2,049,862	30,061	22,240	17,821	..
Do. 31st Dec. 1897	1,746,610	33,956	22,484	11,472	..
Do. 31st Dec. 1898	1,910,140	36,174	21,100	15,074	..
Do. 31st Dec. 1899	2,132,663	41,684	21,041	20,643	..
Do. 31st Dec. 1900	1,147,591	28,302	20,844	7,458	..
Do. 31st Dec. 1901	2,947,198	45,497	21,918	23,579	..
Do. 31st Dec. 1902	2,159,823	43,709	26,865	16,844	..
Do. 31st Dec. 1903	2,664,171	53,654	31,522	22,132	..
Do. 31st Dec. 1904	2,292,791	48,673	19,666	29,007	..
Do 31st Dec. 1905	2,534,599	53,255	21,427	31,828	..
Do. 31st Dec. 1906	2,685,432	54,215	23,516	30,699	..
Do. 31st Dec. 1907	2,976,312	60,171	27,054	33,117	..
Do. 31st Dec. 1908	2,302,349	48,844	29,706	19,138	..
Do. 31st Dec. 1909	2,736,023	57,502	28,310	29,192	..
Do. 31st Dec. 1910	3,163,919	65,853	30,617	35,236	..
Do. 31st Dec. 1911	2,390,016	54,123	34,028	20,095	..
Do. 31st Dec. 1912	2,528,825	55,571	31,953	23,618	..
Do. 31st Dec. 1913	3,127,997	64,049	32,441	31,608	..
Do. 31st Dec. 1914	3,336,685	65,197	36,014	29,183	..
Do. 31st Dec. 1915	3,361,744	73,410	35,002	38,408	..
Do. 31st Dec. 1916	3,409,241	85,407	37,571	47,836	..
Do. 31st Dec. 1917	2,944,353	67,356	41,363	25,996	..
Do. 31st Dec. 1918	1,933,943	73,386	41,640	31,746	..
Do. 31st Dec. 1919	2,910,991	86,189	46,154	40,035	..
Do. 31st Dec. 1920	3,027,873	1,06,901	70,146	36,755	..
Do. 31st Dec. 1921	3,407,858	1,54,071	70,208	83,863	..
Do. 31st Dec. 1922	3,517,691	1,60,333	76,399	83,934	..
Do. 31st Dec. 1923	2,692,835	1,24,179	76,939	47,240	..
Do. 31st Dec. 1924	2,365,531	1,16,002	72,034	43,968	..
Do. 31st Dec. 1925	2,111,055	1,09,375	69,703	39,672	..
Do. 31st Dec. 1926	1,785,602	1,08,621	68,203	40,418	..
Do. 31st Dec. 1927	1,573,756	1,33,382	74,855	58,527	..
Do. 31st Dec. 1928	1,991,021	1,13,092	71,963	41,129	..
Do. 31st Dec. 1929	1,825,481	1,02,578	69,338	33,240	
Do. 31st Dec. 1930	1,812,795	1,00,015	69,192	30,823	..
Do. 31st Dec. 1931	1,238,522	82,470	62,917	19,553	..
Do. 31st Dec. 1932	985,491	79,726	60,855	18,871	..
Do. 31st Dec. 1933	1,255,823	77,857	57,161	20,696	..
Do. 31st Dec. 1934	1,185,092	76,413	55,958	20,455	..

Statement showing the total Measurement of Bales and Miscellaneous Packages, with Receipts for the years 1923 to 1934.

Years.	Nett Bales certified.				Nett Miscellaneous Articles.				Nett Round Logs.				Extra Fees.				Nett Totals.			
	Number of Bales.	Nett Fees.			Number of Packages.	Nett Fees.			Number of Logs.	Nett Fees.			Articles certified.	Amount.			Packages.	Nett Fees.		
		Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.
1923	2,024,508	63,265	14	0	668,323	57,951	2	3	4	2	0	0	..	2,960	7	6	2,692,835	1,24,179	7	9
1924	1,723,813	53,869	2	6	641,718	58,174	5	9	..	....			..	3,834	0	0	2,365,531	1,15,877	8	3
1925	1,579,403	49,356	5	6	531,652	55,700	2	6	..	....			..	4,318	7	6	2,111,055	1,09,374	15	6
1926	1,254,587	39,205	13	6	531,015	63,323	9	0	..	....			..	6,091	7	6	1,785,602	1,08,620	14	0
1927	994,512	31,141	0	0	577,244	68,542	0	0	..	....			..	33,699	10	0	1,573,756	1,33,382	10	0
1928	1,480,555	46,267	5	6	510,388	60,803	15	0	78	39	0	0	..	5,981	6	0	1,991,021	1,13,091	10	6
1929	1,328,917	41,528	10	6	496,505	58,565	3	0	59	29	8	0	..	2,876	0	6	1,825,481	1,02,999	6	0
1930	1,365,626	42,675	13	0	447,169	51,784	15	0	..	.. ..			..	6,096	7	6	1,812,795	1,00,557	3	6
1931	882,510	27,578	7	0	406,012	47,149	1	0	..	....			..	7,743	1	0	1,288,522	82,470	9	0
1932	487,331	15,229	1	6	498,160	56,297	1	0	..	....			..	7,778	15	0	985,491	79,305	1	0
1933	834,305	26,072	0	6	421,518	46,986	4	0	..	....			..	4,257	2	6	1,255,823	77,315	7	0
1934	738,590	23,080	15	0	446,502	51,297	12	0	..	....			..	1,370	4	0	1,185,092	75,748	15	0

FINANCIAL STATISTICS.

NOTE ISSUE—	Rs.
Total amount of Notes in circulation on the 31st December 1934	1,83,91,04,964
Total Rs. ..	1,83,91,04,964

RESERVE—	Rs.
Coin and Bullion—	
In India—	
Silver Coin	80,84,69,554
Gold Bullion	41,55,30,495
Silver Bullion	14,22,62,533
In England—	
Gold and Silver Bullion	*Nil.*
In His Majesty's Dominions—	
Gold Bullion	*Nil.*
In transit between India, England and His Majesty's Dominions—	
Gold and Silver Bullion	*Nil.*
Total Coin and Bullion ..	1,36,62,62,582
Securities—(Purchase Price)—	
In India of the nominal value of Rs. 33,29,32,300.	33,04,29,422
In England of the nominal value of £ 10,695,000	14,24,12,960
Total Securities ..	47,28,42,382
Grand Total of Reserve ..	1,83,91,04,964
Internal Bills of Exchange held on account of Government under Section 20 of the Indian Paper Currency Act, 1923	....
Total Rs. ..	1,83,91,04,964

BALANCE OF THE GOLD STANDARD RESERVE on 31st December 1934 in England amounted to	£ 40,000,000		£
		Gold { In England	2,152,334
		Gold { In India	....
		Cash at short notice at the Bank of England	1,583
		British Treasury Bills	11,521,532
		Other British and Dominion Government Securities	26,324,551
Total	£ 40,000,000	Total	£ 40,000,000

BALANCE HELD IN CASH IN THE DISTRICT TREASURIES of the Government of India and at the credit of Government in the Imperial Bank of India on		Rs.
31st December	1929	7,45,00,000
,, ,, ,, ,, ,, ,, ,, ,,	1930	9,28,14,000
,, ,, ,, ,, ,, ,, ,, ,,	1931	10,08,27,000
,, ,, ,, ,, ,, ,, ,, ,,	1932	8,77,78,000
,, ,, ,, ,, ,, ,, ,, ,,	1933	8,31,81,000
,, ,, ,, ,, ,, ,, ,, ,,	1934	8,46,23,000

	Official year 1933-34. Rs.	Official year 1932-33. Rs.	Official year 1931-32. Rs.
COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints)— Whole Rupees and Small Coins	20,28,263	*Nil.*	*Nil.*

NET PROFIT ON COINAGE for the year ending 31st December 1934	Rs. *Nil.*

AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers at the end of March		Rs.
	1930	8,38,85,150
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1931	8,34,07,650
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1932	8,39,70,250
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1933	8,26,75,850
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1934	8,16,29,300
,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1935	8,48,36,000

IMPORT AND EXPORT TRADE OF BRITISH INDIA.

STATEMENT showing the Annual Value of the Import and Export Trade of British India and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Year ending 31st March.	Imports.			Exports.		
			Merchandise.	Treasure.	Total Merchandise and Treasure.	Merchandise.	Treasure.	Total Merchandise and Treasure.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1878 ..	8217	1878	41,46,41,851	17,35,54,596	58,81,96,447	65,22,23,282	2,21,09,956	67,43,33,238
1879 ..	8494	1879	37,80,09,835	7,05,67,486	44,85,77,321	60,93,68,769	3,98,22,283	64,91,91,052
1880 ..	9162	1880	41,17,25,671	11,65,48,948	52,82,74,619	67,21,07,406	2,03,51,479	69,24,58,885
1881 ..	9890	1881	53,08,68,074	8,99,72,139	62,08,40,213	74,54,09,072	1,44,04,408	75,98,13,480
1882 ..	10149	1882	49,11,28,724	11,32,27,804	60,43,56,528	81,96,64,102	1,09,97,468	83,06,61,576
1883 ..	10458	1883	52,09,86,720	13,45,33,642	65,55,20,362	83,48,49,372	1,04,18,488	84,52,67,860
1884 ..	11631	1884	55,29,89,907	12,87,79,633	68,17,69,540	88,07,64,315	1,00,84,937	89,08,49,252
1885 ..	12283	1885	55,70,16,804	13,88,81,918	69,58,98,722	83,17,01,507	1,96,89,796	85,13,91,302
1886 ..	12892	1886	55,65,19,552	15,46,70,808	71,11,90,360	83,86,11,693	1,10,82,310	84,96,94,603
1887 ..	14105	1887	61,81,19,608	11,04,83,224	72,86,02,832	88,48,10,354	1,72,04,261	90,20,14,615
1888 ..	14576	1888	65,00,45,881	13,81,25,456	78,81,71,337	90,54,36,458	1,60,46,242	92,14,82,700
1889 ..	15887	1889	69,43,77,531	13,84,49,249	83,28,26,780	97,06,02,386	1,78,43,819	98,84,46,205
1890 ..	16401	1890	69,19,93,762	17,45,45,037	86,65,38,799	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ..	17308	1891	71,97,57,754	21,93,44,876	93,91,02,630	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ..	17815	1892	69,42,75,659	14,72,26,621	84,15,02,280	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ..	18504	1893	66,27,86,222	17,00,98,101	83,28,84,323	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ..	18900	1894	77,02,60,944	18,46,12,564	95,48,73,508	1,06,51,48,540	4,10,01,921	1,10,61,50,461
1895 ..	19547	1895	73,51,65,042	9,58,12,084	83,09,77,126	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ..	20254	1896	72,93,61,344	13,36,79,854	86,30,41,198	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ..	21115	1897	76,21,58,352	13,08,45,635	89,30,03,987	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ..	22040	1898	73,63,43,159	20,53,06,170	94,16,49,329	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ..	23523	1899	72,11,07,161	17,89,56,127	90,00,63,238	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ..	24752	1900	75,30,44,785	20,97,36,851	96,27,81,636	1,09,11,36,448	7,95,63,876	1,17,07,00,324

1901 ..	*25363*	*1901*	*80,89,40,873*	*24,57,61,818*	*1,05,47,02,691*	*1,07,76,44,143*	14,22,73,646	1,21,99,17,789
1902 ..	25931	1902	88,74,24,199	20,87,13,352	1,09,61,37,551	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ..	26956	1903	85,86,60,829	25,31,83,178	1,11,18,44,007	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ..	27565	1904	92,59,22,723	38,52,61,072	1,31,11,83,795	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ..	28295	1905	1,04,41,27,454	39,50,81,750	1,43,92,09,204	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ..	29097	1906	1,12,07,09,822	31,65,14,438	1,43,72,24,260	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ..	30010	1907	1,17,24,15,294	44,57,98,114	1,61,82,13,408	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ..	30576	1908	1,36,53,20,464	42,28,44,977	1,78,82,25,441	1,77,37,29,392	5,44,85,001	1,82,82,14,393
1909 ..	31490	1909	1,28,77,81,788	22,74,41,677	1,51,52,23,465	1,53,14,31,953	6,32,02,465	1,59,46,34,418
1910 ..	32099	1910	1,22,64,97,224	37,52,34,734	1,60,17,31,958	1,87,83,04,410	6,39,90,403	1,94,22,94,813
1911 ..	32839	1911	1,33,70,57,458	39,77,35,730	1,73,47,93,188	2,10,15,16,030	7,12,69,254	2,17,27,85,284
1912 ..	33484	1912	1,44,05,54,383	53,47,08,480	1,97,52,62,863	2,27,98,82,325	10,37,39,063	2,38,36,21,388
1913 ..	34656	1913	1,66,62,96,807	61,83,17,536	2,28,46,14,343	2,46,21,83,342	10,63,17,656	2,56,85,00,998
*1913–14..	34656	1914	1,91,30,79,586	43,43,96,503	2,34,74,76,089	2,49,00,74,896	7,08,28,850	2,56,09,03,746
*1914–15..	35285	1915	1,44,93,07,207	21,80,83,236	1,66,73,90,443	1,82,17,60,256	5,28,94,370	1,87,46,54,626
*1915–16..	35833	1916	1,38,16,93,032	11,94,62,390	1,50,11,55,422	1,99,48,03,975	8,22,57,819	2,07,70,61,794
*1916–17..	36286	1917	1,60,24,89,599	37,71,08,121	1,97,95,97,720	2,47,31,10,343	6,29,72,057	2,53,60,82,400
*1917–18..	36333	1918	1,64,35,48,949	†....	†....	2,44,89,45,219	†....	† ....
*1918–19..	36616	1919	1,88,56,24,317	71,36,55,075	2,59,92,79,392	2,55,32,02,610	9,01,03,571	2,64,33,06,181
*1919–20..	36735	1920	2,21,70,24,425	78,23,88,554	2,99,94,12,979	3,32,75,78,755	13,67,97,719	3,46,43,76,474
*1920–21..	37029	1921	3,47,13,52,122	34,76,34,962	3,81,89,87,084	2,67,64,36,175	26,17,12,640	2,93,81,48,815
*1921–22..	37266	1922	2,82,59,75,453	31,29,90,526	3,13,89,65,979	2,48,65,76,106	19,06,73,144	2,67,72,49,250
*1922–23..	37618	1923	2,46,19,24,109	63,57,96,096	3,09,77,20,205	3,16,07,16,915	3,01,71,845	3,19,08,88,760
*1923–24..	38039	1924	2,37,18,32,279	53,20,40,566	2,90,38,72,845	3,63,37,63,664	3,67,32,510	3,67,04,96,174
*1924–25..	38270	1925	2,53,36,36,608	99,19,84,987	3,52,56,21,595	4,06,24,27,531	5,16,81,392	4,05,41,08,923
*1925–26..	38610	1926	2,36,00,12,595	55,48,77,580	2,91,48,90,175	3,86,81,21,842	3,83,91,668	3,90,65,13,510
*1926–27..	39048	1927	2,40,81,84,303	41,53,20,573	2,82,35,04,876	3,11,05,04,300	2,21,13,404	3,13,26,17,704
*1927–28..	39048	1928	2,61,53,40,569	34,89,52,529	2,96,42,94,098	3,30,26,37,283	3,13,60,896	3,33,39,98,179
*1928–29..	40330	1929	2,63,39,79,360	37,29,42,646	3,00,69,22,006	3,39,15,06,656	6,35,31,454	3,45,50,38,110
*1929–30..	41723	1930	2,49,70,74,490	27,83,19,584	2,77,53,94,074	3,18,98,97,089	5,14,33,004	3,24,13,30,093
*1930–31..	42281	1931	1,73,06,25,932	26,86,34,373	1,99,92,60,305	2,26,50,21,864	4,00,08,598	2,30,50,30,462
*1931–32..	42813	1932	1,30,64,28,506	7,26,80, 825	1,37,91,09,331	1,61,20,22,325	65,92,85,265	2,27,13,07,590
*1932–33..	42973	1933	1,35,01,76,054	2,99,13,188	1,38,00,89,242	1,36,06,70,382	70,66,15,528	2,06,72,85,910
*1933–34..	42973	1934	1,17,33,01,304	1,96,15,215	1,19,29,16,519	1,50,23,80,304	65,56,63,908	2,15,80,44,212

* Official year ending 31st March.

† Figures not available.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1928-1929 *to* 1933-1934.

—	1928-1929.	1929-1930.	1930-1931.	1931-1932.	1932-33.	1933-1934.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	89,00,88,734	83,37,64,794	51,20,96,789	34,66,08,177	35,43,50,471	32,85,86,627
Bombay	84,13,53,914	82,65,31,263	56,93,80,038	49,76,07,176	54,31,54,339	46,18,38,297
Sind	31,52,52,312	26,47,61,249	19,48,04,711	15,85,98,186	16,26,36,975	12,96,47,462
Madras	27,59,30,003	26,87,74,314	20,70,46,969	15,38,55,383	15,86,69,604	14,81,00,305
Burma	21,04,34,778	21,41,37,721	16,46,08,356	10,50,45,193	10,70,31,786	8,56,53,335
Total ..	2,53,30,59,741	2,40,79,69,341	1,64,79,36,863	1,26,37,14,116	1,32,58,43,175	1,15,38,26,026
Ditto Government Stores.	10,09,19,619	8,91,05,149	8,26,89,069	4,27,14,391	2,43,32,879	1,94,75,278
Total Merchandise ..	2,63,39,79,360	2,49,70,74,490	1,73,06,25,932	1,30,64,28,506	1,35,01,76,054	1,17,33,01,304
Treasure, Private.						
Bengal	4,76,07,328	3,65,74,287	4,19,45,315	1,22,75,682	26,61,723	9,45,237
Bombay	24,44,56,447	18,63,02,984	17,91,44,927	4,43,50,799	1,91,04,670	1,01,30,351
Sind	22,47,759	42,67,418	38,60,301	13,79,775	24,82,172	34,45,895
Madras	7,71,23,351	4,77,11,409	4,09,77,844	1,39,78,408	53,11,351	50,00,987
Burma	15,05,957	28,19,831	26,23,109	6,05,406	3,45,430	35,309
Total ..	37,29,40,842	27,76,75,929	26,85,51,296	7,25,90,070	2,99,05,346	1,95,57,779
Ditto. Government ..	1,804	6,43,655	83,077	90,755	7,842	57,436
Total Treasure ..	37,29,42,646	27,83,19,584	26,86,34,373	7,26,80,825	2,99,13,188	1,96,15,215
Grand Total of Imports..	3,00,69,22,006	2,77,53,94,074	1,99,92,60,305	1,37,91,09,331	1,38,00,89,242	1,19,29,16,519

Exports—						
Merchandise, Private.						
Foreign Goods.						
Bengal	59,97,672	56,16,427	43,17,090	52,45,981	32,35,587	35,19,442
Bombay	5,02,42,831	4,52,10,018	3,23,21,172	2,84,33,268	1,97,33,172	2,15,58,254
Sind	1,77,73,194	1,66,71,547	1,10,43,710	91,41,349	60,69,776	64,92,807
Madras	29,43,641	28,78,293	27,12,109	27,13,069	22,60,283	17,12,558
Burma	13,75,553	8,92,377	10,46,234	10,51,993	8,94,628	8,92,410
Total ..	7,83,32,891	7,12,68,662	5,14,40,315	4,65,86,260	3,21,93,446	3,41,75,471
Indian Produce and Manufactures.						
Bengal	1,44,31,32,595	1,33,11,25,981	86,31,75,277	64,03,53,878	55,73,11,844	63,34,32,035
Bihar and Orissa ..	27,550	12,540	35,962	4,050	....	....
Bombay	78,69,93,575	69,70,96,113	53,02,13,733	31,50,95,935	23,16,87,185	27,40,99,405
Sind	27,24,63,187	23,85,59,629	16,96,80,056	11,53,26,924	10,82,66,781	13,57,66,955
Madras	46,29,50,419	44,72,27,190	32,00,75,147	25,97,94,915	23,55,04,692	24,64,21,590
Burma	33,57,11,460	39,40,33,747	32,17,46,163	22,83,10,392	19,12,86,735	17,34,53,106
Total ..	3,30,12,78,786	3,10,80,55,200	2,20,49,26,338	1,55,88,86,094	1,32,40,57,237	1,46,31,73,091

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1928-29 *to* 1933-34—(continued).

——	1928-1929.	1929-1930.	1930-1931.	1931-1932.	1932-1933.	1933-1934.
Total Foreign and Indian Merchandise exported Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	1,44,91,30,267	1,33,67,42,408	86,74,92,367	64,55,99,859	56,05,47,431	63,60,51,477
Bihar and Orissa ..	27,550	12,540	35,962	4,050	....	....
Bombay	83,72,36,406	74,23,06,131	56,25,34,905	34,35,29,203	25,14,20,357	29,56,57,659
Sind	29,02,36,381	25,52,31,176	18,07,23,766	12,44,68,273	11,43,36,557	14,22,59,762
Madras	46,58,94,060	45,01,05,483	32,27,87,256	26,25,08,584	23,77,64,975	24,81,34,148
Burma	33,70,87,013	39,49,26,124	32,27,92,397	22,93,62,385	19,21,81,363	17,43,45,516
Total ..	3,37,96,11,677	3,17,93,23,862	2,25,63,66,653	1,60,54,72,354	1,35,65,50,683	1,49,73,48,562
Ditto Government Stores.	1,18,94,979	1,05,73,227	86,55,211	65,49,971	44,19,696	50,31,742
Total Merchandise ..	3,39,15,06,656	3,18,98,97,089	2,26,50,21,864	1,61,20,22,325	1,36,06,70,382	1,50,23,80,304
Treasure, Private						
Bengal	1,58,339	3,875	2,497	18,86,243	1,39,18,885	83,61,638
Bombay	2,57,10,915	1,28,86,958	2,24,41,712	61,21,26,871	66,68,16,363	53,72,81,386
Sind	17,20,150	21,05,500	11,25,035	44,38,871	69,04,770	12,83,600
Madras	4,00,931	5,46,367	6,92,941	58,31,107	4,37,41,748	3,82,40,286
Burma	13,20,545	1,44,454	10,000	47,81,131	78,10,367	67,31,543
Total ..	2,93,10,880	1,56,87,154	2,42,72,185	62,90,64,223	67,91,92,133	59,18,98,453
Ditto. Government ..	3,42,20,574	3,57,45,850	1,57,36,413	3,02,21,042	2,74,23,395	6,37,65,455
Total Treasure ..	6,35,31,454	5,14,33,004	4,00,08,598	65,92,85,265	70,66,15,528	65,56,63,908
Grand Total of Exports..	3,45,50,38,110	3,24,13,30,093	2,30,50,30,462	2,27,13,07,590	2,06,72,85,910	2,15,80,44,212

Value of the Imports of Gold and Silver Coin and Bullion into British India by Sea during the year ending 31st December 1934.

Countries.	Gold.			Silver.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	60,745	....	60,745	60,97,108	....	60,97,108
Aden and Dependencies	12,59,800	....	12,59,800	8,287	1,417	9,704
Arabia	17,14,253	....	17,14,253	6,93,473	....	6,93,473
Iraq	10,551	....	10,551	4,61,479	....	4,61,479
Bahrein Islands	5,38,610	....	5,38,610	6,73,985	....	6,73,985
Persia	....	....	....	2,45,799	....	2,45,799
Union of South Africa	5,940	....	5,940	1,878	....	1,878
Africa East	5,03,332	....	5,03,332	1,502	....	1,502
Mauritius and Dependencies (including Seychelles).	66,927	....	66,927	22,04,438	....	22,04,438
Australia and New Zealand	....	....	....	26,27,999	....	26,27,999
Straits Settlements	....	....	....	1,73,891	....	1,73,891
Java	....	....	....	10,451	....	10,451
Siam	....	....	....	44,525	....	44,525
Ceylon	40,58,037	....	40,58,037	....	....	....
China (Hongkong)	16,507	....	16,507	86,406	....	86,406
China (Other Ports)	.....	....	..	2,535	1,59,20,318	1,59,22,853
Total	82,34,702	....	82,34,702	1 33,33,756	1,59,21,735	2,92,55,491

Value of the Exports of Gold and Silver Coin and Bullion from British India by Sea during the year ending 31st December 1934.

Countries.	Gold.			Silver.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	33,24,20,053	....	33,24,20,053	75,69,522	4,53,57,440	5,29,26,962
Netherlands	74,05,543	....	74,05,543	....	....	....
France	1,04,68,989	....	1,04,68,989	....	....	....
For orders—						
United Kingdom	7,09,55,671	....	7,09,55,671	....	....	....
Netherlands	4,87,764	....	4,87,764	....	....	....
United States of America	71,19,851	....	71,19,851	....	....	....
Arabia	....	....	....	3,33,254	....	3,33,254
Iraq	....	....	....	700	....	700
Bahrein Islands	....	....	....	7,80,000	....	7,80,000
Persia	....	....	....	62,680	....	62,680
Ceylon	....	....	....	575	....	575
Straits Settlements	....	....	....	150	....	150
China-Hongkong	....	....	....	1,78,44,648	....	1,78,44,648
Java	1,15,451	....	1,15,451	....	....	....
Africa East	....	....	....	7,21,545	....	7,21,545
United States of America	17,61,01,167	....	17,61,01,167	....	....	....
Total ..	60,50,74,489	....	60,50,74,489	2,73,13,074	4,53,57,440	7,26,70,514

Total Imports of Treasure on Private Account from Foreign Countries and Indian Ports into Bombay by Sea during the year 1934. (*From* 1*st January to* 31*st December* 1934.)

From	Gold.			Silver.			
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom, London-Liverpool, etc.	....	56,578	....	41,04,255	....	4,839	....
Australasia	....	....	....	16,25,820	....	....	....
Aden	4,75,674	6,95,993	1,643	5,156	....	4,020	....
Hongkong	73,909	12,823	....	....	....	53,300	....
Persion Gulf Ports	....	....	....	2,04,400	....	3,810	....
Iraq	1,692	5,499	....	....	....	5,06,912	....
Arabian and Red Sea Ports ..	10,65,271	9,33,022	1,07,687	4,470	....	6,45,862	....
African Ports	4,23,137	61,555	24,559	....	....	....	....
Mauritius	66,927	....	....	....	....	22,04,438	....
Bangkok	....	....	....	....	....	23,525	....
All Indian Ports	....	....	....	3,79,516	3,21,600	56,762	2,39,000
Total ..	21,06,610	17,65,470	1,33,889	63,23,617	3,21,600	35,03,468	2,39,000

Total Exports of Treasure on Private Account to Foreign Countries and Indian Ports from Bombay by Sea during the year 1934. (*From* 1*st January to* 31*st December* 1934.)

To	Gold.			Silver.			
	Bullion.	Sovereigns and Half-Soverigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London-Liverpool, etc. ..	21,53,63,656	16,18,107	1,767	1,79,933	....	....	2,550
London, Paris, Amsterdam or New York	24,39,90,856	19,76,919	....	....	....	....	....
Continent of Europe	41,70,916	7,29,394	....	....	....	....	....
New York	30,15,98,714	....	....	....	....	....	....
Hong Kong	....	....	....	....	1,78,44,905	....	....
Arabia Red Sea Port	....	....	....	31,764	....	8,75,000	....
African Port	....	....	....	....	....	7,20,000	....
Java	....	1,15,451	....	....	....	....	....
All Indian Ports	....	....	....	1,86,757	....	2,700	....
Total ..	56,51,24,142	44,39,871	1,767	3,98,454	1,78,44,905	15,97,700	2,550

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay by Sea to Europe (including Port Said for orders) during the years 1892 to 1923

Years.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	Bales.	Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	29,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,614,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,789	2,182,881	2,266,118	5,302,304	958,886
1905	667,323	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,046,806	802,923	1,018,619	12,740	1,304,388
1909	672,247	69,121	1,843,403	1,273,005	1,620,631	2,177,644	76,757
1910	1,153,233	68,059	2,546,238	2,137,828	2,864,185	1,673,016	917,208
1911	776,417	62,721	4,905,089	1,383,053	2,016,231	3,326,327	662,892
1912	436,208	64,072	3,579,356	1,069,916	1,012,554	3,805,556	652,080
1913	736,262	63,244	3,713,812	1,042,510	1,695,000	4,997,989	549,483
1914	1,113,016	54,555	2,622,097	678,060	1,280,036	109,323	755,687

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay by Sea to Europe (including Port Said for orders) during the years 1892 *to* 1923—continued.

Years.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	Bales.	Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1915	403,322	82,456	1,603,837	543,494	150,068	1,593,092	601,144
1916	293,876	77,109	5,410,560	451,732	1,130,405	545,656	422,965
1917	358,378	84,151	2,630,619	321,811	639,091	4,636,634	408,692
1918	190,529	109,850	2,474,109	73,181	3,552	1,487,714	300,061
1919	337,043	63,938	2,689,540	396,514	331,022	126,416	538,022
1920	649,736	42,920	1,511,233	729,716	678,059	....	346,812
1921	503,216	36,931	524,442	165,908	264,842	....	419,329
1922	628,674	75,326	2,307,369	464,045	610,412	1,000	525,031
1923	980,710	51,734	3,043,144	786,356	156,675	419,046	389,198

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay by Sea to all Foreign Countries during the years 1924 *to* 1934.

1924	2,520,053	75,992	2,990,141	881,200	468,157	547,085	888,994
1925	2,820,629	66,329	3,524,849	531,136	812,900	1,187,532	605,257
1926	2,257,802	46,347	1,585,096	77,894	72,752	138,592	719,078
1927	2,052,225	57,996	1,641,559	52,861	80,010	32,880	883,259
1928	2,563,221	71,769	1,828,077	189,435	471,740	68,162	641,162
1929	2,678,328	83,264	1,576,531	39,838	415,725	47,553	729,169
1930	2,755,604	41,532	2,110,422	13,354	19,708	32,857	732,974
1931	2,194,682	49,201	926,552	18,155	83,802	71,035	644,706
1932	924,302	33,474	491,481	39,023	248,126	26,236	592,374
1933	1,545,511	57,388	3,298,611	49,677	305,965	25,937	709,041
1934	1,713,319	41,329	3,229,879	18,514	143,941	24,865	617,732

STATEMENT showing the Exports from Bombay by Sea of Indian Manufactured Cotton Piece-Goods and Yarns since 1908.

Year ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs. *	Bales.	lbs.
1908	120,300	215,698,687	60,862,003	30,997	50,792,342	151,297	266,491,029	66,622,757	598,621	234,484,640
1909	141,920	252,992,500	70,093,139	39,326	66,751,717	181,246	319,744,217	79,936,054	636,329	252,460,745
1910	136,972	250,489,940	68,312,314	45,333	75,673,845	182,305	326,163,785	81,540,946	565,999	223,758,970
1911	122,601	224,438,698	63,524,949	54,000	89,411,376	176,601	313,850,074	78,462,518	403,214	158,582,640
1912	126,681	231,976,527	66,009,051	64,169	107,289,928	190,850	339,266,455	84,816,614	579,281	228,759,617
1913	97,095	177,239,570	50,527,978	55,071	92,467,657	152,076	269,707,227	67,426,327	518,230	205,207,962
1914	91,837	169,515,937	49,361,518	42,084	72,602,270	133,921	242,118,207	60,529,552	437,159	173,172,953
1915	108,956	199,968,079	58,350,926	61,045	103,038,333	170,001	303,006,412	75,751,603	471,395	186,585,698
1916	175,923	248,326,445	70,956,464	82,818	139,616,532	258,741	387,942,977	96,985,744	410,972	162,627,300
1917	111,845	176,934,869	46,119,953	86,909	148,290,803	198,754	325,225,672	81,306,418	373,187	147,167,250
1918	94,071	153,463,774	40,025,958	71,424	126,063,308	165,495	279,527,082	69,881,770	193,275	75,599,059
1919	132,112	219,343,388	56,536,165	116,313	202,286,577	248,425	421,629,965	105,407,491	372,212	146,832,081
1920	149,552	241,230,910	61,482,863	157,042	120,332,112	306,594	361,563,022	90,390,755	288,778	113,351,962
1921	120,739	212,563,435	53,577,720	99,518	159,572,347	220,257	372,135,782	93,033,945	314,330	124,310,163
1922	138,769	254,292,354	65,928,239	100,581	176,411,422	239,350	430,703,776	107,675,944	267,711	105,122,885
1923	173,381	304,497,408	69,452,982	110,243	180,990,710	283,624	485,488,118	121,372,029	215,036	83,657,151
1924	177,950	320,087,971	75,657,413	103,999	169,055,231	281,949	489,142,202	122,285,800	175,175	67,861,329
1925	133,458	233,217,232	55,688,235	96,447	158,069,128	229,905	391,286,360	97,821,590	176,210	67,892,155
1926	119,331	210,752,239	50,243,116	112,795	180,075,412	232,126	390,827,651	97,706,912	175,869	67,786,883
1927	130,963	229,773,883	55,215,566	118,474	196,438,974	249,437	426,212,857	106,553,214	156,999	60,555,498
1928	100,699	177,282,508	34,777,044	97,936	157,677,505	198,635	334,960,013	83,740,003	102,954	40,816,700
1929	106,748	193,179,168	38,635,833	82,351	147,586,666	189,099	340,765,834	85,191,458	125,577	54,361,428
1930	136,281	241,220,836	48,964,399	75,555	122,465,715	211,836	363,686,551	90,921,637	126,006	50,490,540
1931	192,578	342,654,885	68,686,328	80,346	127,129,785	272,924	469,784,670	117,446,167	142,236	65,666,253
1932	294,483	794,303,908	106,795,020	72,177	108,236,606	366,660	902,540,514	225,635,128	122,156	46,294,310
1933	209,259	390,535,659	78,065,873	58,052	87,899,698	267,311	478,435,357	119,608,839	112,059	43,557,629
1934	229,024	414,324,303	86,762,142	65,728	94,046,841	294,752	508,370,444	127,092,611	94,853	37,126,195

* The weights have been arrived at by dividing the length in yards by 4.00, the average weight of the Grey and Bleached Cloths.

Exports of Indian Manufactured Cotton Yarns by Sea and Rail from Bombay (Converted into Bales of 400 lbs. each) since 1897.

1st January to 31st December.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,100	553,911
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,909
1901	536,195	....	536,195	99,599	635,794	6,670	642,464
1902	555,487	....	555,487	111,259	666,746	7,427	674,173
1903	604,044	....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	....	651,870	91,603	743,473	8,099	751,572
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	19,218	621,932
1908	441,899	....	441,899	144,312	586,211	18,334	604,545
1909	510,746	....	510,746	120,406	631,152	19,302	650,454
1910	424,893	....	424,893	130,506	555,399	19,103	574,502
1911	275,087	....	275,087	121,369	396,456	18,927	415,383
1912	433,989	....	433,989	137,910	571,899	13,400	585,299
1913	405,359	....	405,359	107,661	513,020	15,011	528,031
1914	324,586	....	324,586	108,346	432,932	30,957	463,889

1915	*358,777*	....	*358,777*	*107,687*	*466,464*	*44,192*	*510,656*
1916	*303,692*	....	303,692	102,876	406,568	37,846	444,414
1917	286,365	107	286,472	81,446	367,918	48,203	416,121
1918	108,568	....	108,568	80,429	188,997	87,115	276,112
1919	270,058	389	270,447	96,633	367,080	47,980	415,060
1920	175,688	....	175,688	107,692	283,380	119,436	402,816
1921	152,911	10	152,921	157,854	310,775	153,575	464,350
1922	118,970	....	118,970	143,837	262,807	167,543	430,350
1923	58,241	....	58,241	150,901	209,142	166,491	375,633
1924	31,161	....	31,161	138,493	169,654	123,461	293,115
1925	28,623	10	28,633	141,097	169,730	143,174	312,904
1926	44,152	36	44,188	125,279	169,467	¶	....
1927	2,753	67	2,820	148,568	151,288	¶	....
1928	3,660	....	3,660	98,381	102,041	¶	....
1929	3,169	....	3,169	132,734	135,903	¶	....
1930	1,831	....	1,831	124,395	126,226	¶	....
1931	213	....	213	142,023	142,236	¶	....
1932	....	....	....	115,736	115,736	¶	....
1933	....	....	....	108,894	108,894	¶	....
1934	....	....	....	92,812	92,812	¶	....

* Compiled from Returns received from the Railway Companies. ¶ Figures not available.

Foreign Countries to which Cotton Grey Piece-Goods of Indian manufacture have been exported from Bombay by Sea since 1929-30.

(*Year ending* 31*st March.*)

To	In lakhs of yards (000's omitted).				
	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
United Kingdom	.03	..	.01	1.22	.09
Aden and Dependencies ..	15.60	17.09	9.80	1.70	2.45
Bahrein Islands	1.59	.38	.05	.01	.06
Ceylon	.51	.50	.62	1.20	.31
Straits Settlements including Labuan	.46	.13	.13	1.38	.66
Cyprus	2.16	.33	.35	..	..
Natal	.96	.03	.31	.02	..
Zanzibar and Pemba	11.94	6.41	4.13	2.55	2.67
Kenya Colony (formerly known as East African Protectorate) .	22.82	9.59	10.44	5.25	4.08
Tanganyika Territory	21.48	17.48	20.77	6.05	5.00
Somaliland Protectorate ..	..	..	..	..	..
Anglo-Egyptian Sudan	10.56	4.89	2.35	1.14	1.44
Mauritius and Dependencies ..	1.77	.54	.55	1.18	.49
Seychelles	.58	.03	.27	.33	.38
Other British Possessions ..	1.64	.72	.53	.59	.49
Greece	..	..	..	..	..
Turkey, European	..	..	..	..	..
Turkey, Asiatic	..	..	..	..	..
Syria	.75	..	..	..	..
Muscat Territory and Trucial Oman	1.33	.75	.84	.16	.23
Other Native States in Arabia ..	3.43	1.32	1.85	.21	.76
Iraq	4.26	1.32	..	1.11	1.30
Persia	1.72	1.43	2.62	.27	1.30
Siam	1.33	.43	.12	.01	1.27
Egypt	6.80	4.74	4.05	..	..
Portuguese East Africa	23.67	22.06	19.00	16.92	13.32
Smyrna	.92	..	..	..	..
Italian East Africa (Somaliland and Eriterea)	2.44	1.59	.07	.38	.45
French Somaliland	5.70	3.76	4.25	3.12	3.05
Other Foreign countries ..	.24	.10	.07	.02	..
Total Grey Piece-Goods ..	144.69	95.72	83.18	44.91	39.80
Value in lakhs of Rupees ..	41.41	25.70	22.22	11.99	10.24

Foreign Countries to which Indian Cotton Yarns have been exported from Bombay by Sea since 1929-30.
(*Year ending* 31*st March.*)

To	In lakhs of lbs. (000's omitted.)				
	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
United Kingdom	1.54	2.13	1.51	1.98	4.40
Malta and Gozo	.23	.05	.08	.11	.35
Cyprus	3.46	1.95	2.34	1.23	2.17
Aden and Dependencies.. ..	46.00	47.36	22.41	20.75	21.39
Bahrein Islands	1.70	.77	1.21	.89	1.33
Palestine	1.55	1.92	3.07	3.60	3.68
Ceylon	.30	.57	.18	.06	.09
Straits Settlements including Labuan..	9.28	5.15	7.28	4.65	6.69
Hongkong..	7.73	8.80	1.30	..	..
Tanganyika Territory	.19	.15	.16	.20	.21
Anglo-Egyptian Sudan	.60	.01	..	..	.02
Zanzibar and Pemba	.87	.69	.44	.36	.55
Kenya Colony	.69	.68	.82	.86	1.20
Natal	.57	2.04	2.34	..	..
Australasia	.13	.19	.06	..	..
Other British Possessions ..	.01	.28	.02	.08	.09
Germany	..	..	..	..	.61
Italy	.09	.34	..	..	.08
Greece	3.06	1.50	.28	.77	.51
Tripoli	.13	..	..	.48	.30
Serbcroat Slovene State.. ..	..	..	..	..	..
Bulgaria	3.83	1.90	5.56	2.86	3.26
Roumania..	.13	..	..	..	..
Celebes and other Islands ..	.58	..	..	..	.01
Egypt	45.40	38.68	21.95	3.29	1.72
Syria	19.62	19.73	21.40	22.83	28.04
Smyrna	3.91	2.68	.10	..	..
Turkey, European	.94	1.58	.32	.23	..
Turkey, Asiatic	3.75	1.03	.56	..	2.00
Muscat Territory & Trucial Oman	2.10	1.93	1.74	1.35	1.36
Other Native States in Arabia ..	1.18	2.01	2.07	2.46	1.71
Iraq	13.56	11.36	17.02	10.99	8.06
Persia	41.83	44.64	65.30	36.53	43.57
Siam	16.97	15.77	10.54	7.56	8.29
Phillippine Islands and Guano ..	.21	.03	..	..	..
China exclds. Hongkong ..	.11	..	.06	..	..
Japan	..	..	..	..	..
Portuguese East Africa	1.13	1.71	.94	.33	.01
Italian East Africa	.64	.35	.59	.33	.48
French Somaliland	6.86	8.94	19.76	18.21	15.06
Other Foreign Countries ..	2.01	.45	.52	.26	.01
Total Yarns ..	242.83	227.66	212.60	143.23	157.25
Value in lakhs of Rupees ..	187.98	154.22	124.24	74.88	78.55

SHIPPING—

Number and Tonnage of Vessels, distinguishing Sailing and from and to Foreign Countries at Ports in British

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam		Total.		Sailing.	
	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
1922-1923 ..	659	71,602	2,329	6,450,186	2,988	6,521,788	275	34,759
1923-1924 ..	686	68,682	2,341	6,667,894	3,027	6,736,576	315	34,724
1924-1925 ..	635	64,215	2,395	6,924,434	3,030	6,988,649	365	33,645
1925-1926 ..	640	61,953	2,411	7,041,419	3,051	7,103,372	357	32,931
1926-1927 ..	518	51,249	2,365	6,930,836	2,883	6,982,085	307	39,415
1927-1928 ..	564	51,794	2,571	7,598,539	3,135	7,650,333	405	38,459
1928-1929 ..	491	43,303	2,718	8,187,016	3,209	8,230,319	420	39,941
1929-1930 ..	538	47,775	2,721	8,327,048	3,259	8,374,823	203	28,862
1930-1931 ..	492	41,665	2,538	7,858,281	3,030	7,899,946	338	33,838
1931-1932 ..	522	42,853	2,328	7,337,802	2,850	7,380,655	313	30,232
1932-1933 ..	509	40,005	2,124	6,900,371	2,633	6,949,376	314	30,683
1933-1934 ..	†	†	†	†	2,634	7,353,651	†	†

CLEAR

1922-1923 ..	978	111,357	2,620	7,332,572	3,598	7,443,929	61	9,306
1923-1924 ..	1,016	108,942	2,745	7,897,122	3,761	8,006,064	29	2,093
1924-1925 ..	885	92,947	2,918	8,497,229	3,803	8,590,176	148	7,552
1925-1926 ..	858	87,319	2,727	8,093,319	3,585	8,180,638	65	5,223
1926-1927 ..	871	89,181	2,630	7,800,807	3,501	7,889,988	32	2,901
1927-1928 ..	992	96,946	2,667	7,828,456	3,659	7,925,402	24	2,590
1928-1929 ..	963	91,138	2,804	8,358,972	3,767	8,458,706	30	3,510
1929-1930 ..	873	82,070	2,889	8,776,368	3,762	8,860,735	23	1,462
1930-1931 ..	920	86,604	2,523	7,823,154	3,445	7,915,668	53	3,686
1931-1932 ..	843	76,101	2,338	7,481,175	3,182	7,560,254	47	4,381
1932-1933 ..	858	76,109	2,216	7,206,501	3,074	7,282,670	48	3,987
1933-1934 ..	†	†	†	†	3,131	7,716,835	†	†

† Details not

FOREIGN TRADE.

Steam, which Entered and Cleared with Cargoes and in Ballast, India in each Official Year from 1922-1923 *to* 1933-34.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Ves-sels.	Net Tons.	Ves-sels.	Net Tons.	Ves-sels.	Net Tons.	Ves-sels.	Net Tons.	Sailing and Steam Ves sels.	Net Tons.
271	741,792	546	776,551	934	106,361	2,600	7,191,978	3,534	7,298,339
413	1,265,031	728	1,299,755	1,001	103,406	2,754	7,932,925	3,755	8,036,331
537	1,591,293	902	1,624,938	1,000	97,860	2,932	8,515,727	3,932	8,613,587
375	1,165,602	732	1,198,623	997	94,884	2,786	8,207,111	3,783	8,301,995
402	1,323,166	799	1,362,581	915	90,664	2,767	8,254,002	3,682	8,344,666
378	1,188,018	783	1,226,507	969	90,253	2,949	8,786,587	3,918	8,876,840
414	1,238,427	837	1,286,994	911	83,244	3,132	9,425,423	4,046	9,517,313
420	1,244,004	713	1,272,866	831	76,637	3,141	9,571,052	3,972	9,647,689
338	1,071,546	676	1,105,684	830	75,503	2,876	8,930,127	3,706	9,005,630
291	956,718	608	963,405	835	73,085	2,619	8 294,520	3,2 1	7,903,382
294	922,723	604	986,345	823	70,688	2,418	7,832,694	3,455	8,370,583
†	†	†	†	†	†	†	†	†	†

ED.

236	742,897	297	752,203	1,039	120,663	2,856	8,075,469	3,895	8,196,132
161	569,327	190	571,420	1,045	111,035	2,906	8,466,449	3,951	8,577,484
139	444,757	287	452,309	1,033	100,499	3,057	8,941,986	4,090	9,042,485
190	647,728	255	652,051	923	92,542	2,917	8,741,047	3,840	8,833,589
223	800,736	255	803,637	903	92,082	2,853	8,601,543	3,756	8,693,625
233	773,760	257	776,350	1,016	99,536	2,900	8,602,216	3,916	8,701,752
277	892,628	907	896,138	993	94,618	3,078	9,251,600	4,074	9,354,844
248	876,507	273	877,969	896	88,532	3,136	9,652,875	4,033	9,738,704
255	871,331	308	875,019	973	90,290	2,778	8,694,486	3,753	8,790,685
173	623.075	220	627,456	890	80,482	2,511	8,104,250	3,402	8,187,710
152	518,093	200	522,080	906	80,006	2,308	7,724,654	3,274	7,804,750
†	†	†	†	†	†	†	†	†	†

† Not available.

SHIPPING—

Number and Tonnage of Vessels, distinguishing Sailing and Steam, Foreign Countries at the Chief Port of the Bombay

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
1922-1923 ..	140	18,649	598	2,148,809	738	2,167,458	1	217
1923-1924 ..	147	18,271	576	2,195,809	723	2,214,080	3	811
1924-1925 ..	150	19,098	584	2,224,340	734	2,243,438	4	937
1925-1926 ..	143	17,724	616	2,330,516	759	2,348,240	1	88
1926-1927 ..	110	14,547	548	2,115,885	658	2,130,432	3	631
1927-1928 ..	140	15,411	640	2,465,823	780	2,481,234	..	..
1928-1929 ..	151	15,519	615	2,500,473	738	2,513,854	..	..
1929-1930 ..	120	12,527	645	2,728,985	765	2,741,512	..	..
1930-1931 ..	105	10,134	601	2,578,353	706	2,588,487	..	..
1931-1932 ..	96	10,3C3	539	2,530,376	635	2,540,679	..	..
1932-1933 ..	102	10,587	565	2,916,674	667	2,927,261	..	..
1933-1934 ..	94	9,079	573	3,051,270	667	3,060,949	1	124
								CLEAR
1922-1923 ..	143	17,080	485	1,746,456	628	1,763,536	..	..
1923-1924 ..	127	14,416	416	1,653,432	543	1,667,848	2	433
1924-1925 ..	79	8,848	402	1,563,419	481	1,572,267	4	843
1925-1926 ..	115	13,244	419	1,662,530	534	1,675,774	4	504
1926-1927 ..	87	9,785	347	1,438,438	434	1,448,216	7	1,162
1927-1928 ..	101	11,383	422	1,688,802	523	1,700,185	..	..
1928-1929 ..	81	8,009	449	1,956,501	529	1,964,528	1	250
1929-1930 ..	84	8,185	474	2,086,533	558	2,094,718	1	56
1930-1931 ..	77	7,561	433	1,983,856	510	1,991,417	3	323
1931-1932 ..	69	6,552	429	2,183,882	498	2,190,434	1	56
1932-1933 ..	81	7,858	470	2,627,271	551	2,635,129	3	277
1933-1934 ..	94	9,751	478	2,684,730	572	2,694,481	7	558

FOREIGN TRADE.

which Entered and Cleared with Cargoes and in Ballast, from and to Presidency in each Official Year from 1922-1923 *to* 1933-1934.

TERED.

BALLAST.				TOTAL.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Sailing and Steam Vessels.	Net Tons.
45	135,260	46	135,477	141	18,866	643	2,284,069	784	2,302,935
67	251,568	70	252,379	150	19,082	633	2,447,377	793	2,466,459
49	146,965	53	147,902	154	20,035	633	2,371,395	787	2,391,340
36	103,893	37	103,981	144	17,812	652	2,434,409	796	2,452,221
33	124,024	36	124,655	113	15,178	581	2,239,909	694	2,255,087
38	117,289	38	117,289	140	15,411	678	2,583,112	818	2,598,523
45	171,240	45	171,240	151	15,519	660	2,671,713	783	2,685,024
30	97,629	30	97,629	120	12,527	675	2,826,614	795	2,839,141
29	135,797	29	135,797	105	10,134	630	2,714,150	735	2,724,284
23	106,963	23	106,963	96	10,303	562	2,637,339	658	2,647,642
18	60,723	18	60,723	102	10,587	583	2,977,397	685	2,987,984
44	143,214	45	143,338	95	9,803	617	3,194,484	712	3,204,287
ED.									
111	355,716	113	255,716	143	17,080	596	2,102,172	739	2,119,252
83	307,975	85	308,408	129	14,849	499	1,961,407	628	1,976,256
49	166,899	53	167,742	83	9,691	451	1,730,316	534	1,740,009
70	272,770	74	273,334	119	13,808	489	1,935,300	608	1,949,108
84	333,836	91	334,098	94	10,947	431	1,772,267	525	1,783,214
61	240,467	61	240,462	101	11,383	483	1,929,269	584	1,940,652
70	253,734	71	253,984	82	8,349	519	2,210,235	600	2,218,512
72	277,934	73	277,990	85	8,241	546	2,364,467	631	2,372,808
65	244,762	68	248,085	80	7,884	498	2,231,618	578	2,239,502
54	215,836	55	215,902	70	6,608	483	2,399,718	553	2,406,326
60	222,535	63	222,812	84	8,135	530	2,849,806	614	2,857,941
47	199,275	54	199,833	101	10,309	525	2,884,005	626	2,894,314

The Times of India Press, Bombay—J. 158·34.

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Current Quotations as estimated by the Committee of the Bombay Chamber of Commerce during the year 1934—continued.

QUOTATIONS.	Week ending 6th July 1934.	Week ending 13th July 1934.	Week ending 20th July 1934.	Week ending 27th July 1934.	Week ending 3rd August 1934.	Week ending 10th August 1934.	Week ending 17th August 1934.	Week ending 23rd August 1934.	Week ending 31st August 1934.	Week ending 5th September 1934.	Week ending 14th September 1934.	Week ending 21st September 1934.	Week ending 28th September 1934.	Week ending 5th October 1934.	Week ending 12th October 1934.	Week ending 19th October 1934.	Week ending 26th October 1934.	Week ending 2nd November 1934.	Week ending 9th November 1934.	Week ending 16th November 1934.	Week ending 23rd November 1934.	Week ending 30th November 1934.	Week ending 7th December 1934.	Week ending 14th December 1934.	W 21
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	
On England Bank Bills — Telegraphic Transfer	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s
Sight	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/16d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s
3 Months'	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1s. 6 5/8d.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
4 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1s. 6 5/8d.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1s. 6 5/8d.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
First Class Credits — 3 Months' Sight	1s. 6 5/32d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	.....	1s. 6 5/32d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1
4 " "	1s. 6 1/16d.	1s. 6 1/8d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	.....	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1
6 " "	1s. 6 1/d.	1s. 6 1/16d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	.....	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1s. 6 1/d.	1
French Francs, D/A Sight	582	581	581	581	581	580	580	578	570	569	570	568	568	565	563	567	572	574	579	577	577	575	572	570	
" " 3 Months' "	588	587	587	587	587	586	586	584	576	575	576	574	574	571	570	574	579	580	585	584	584	582	579	577	
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	Par	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	
Mercantile Bills, 60 days' Sight, Japan (per 100 Yen)	Rs. a. p. 78 0 0	Rs. a. p. 78 4 0	Rs. a. p. 78 4 0	Rs. a. p. 78 4 0	Rs. a. p. 78 0 0	Rs. a. p. 77 14 0	Rs. a. p. 78 0 0	Rs. a. p. 78 0 0	Rs. a. p. 78 10 0	Rs. a. p. 78 14 0	Rs. a. p. 78 12 0	Rs. a. p. 79 0 0	Rs. a. p. 78 6 0	Rs. a. p. 77 2 0	Rs. a. p. 77 4 0	Rs. a. p. 76 0 0	Rs. a. p. 76 4 0	Rs. a. p. 76 10 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 14 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	7
English Bar Gold (100 Touch per tola)	34 3 0	34 4 6	34 4 0	34 5 0	34 5 3	34 4 3	34 6 0	34 6 6	35 1 0	35 15 0	34 14 9	34 15 9	35 2 3	35 4 0	35 8 0	35 3 6	34 12 9	34 11 0	34 8 6	34 10 6	34 10 6	34 10 9	34 13 9	34 14 9	3
Sovereigns	21 8 6	21 9 0	21 9 0	21 9 0	21 9 6	21 9 6	21 9 0	21 11 0	21 15 6	22 0 6	22 0 0	21 0 0	22 2 0	22 1 6	22 6 0	22 3 0	21 14 0	21 14 0	21 12 0	21 12 0	21 12 0	21 13 6	21 13 6	21 15 6	21 15 0	2
Bar Silver — Ready	58 3 0	57 10 0	57 4 0	57 1 0	58 0 0	59 11 0	59 14 0	59 13 0	60 6 0	60 2 0	60 5 0	60 6 0	61 11 0	62 2 0	65 12 0	65 11 0	65 5 0	65 0 0	65 1 0	67 1 0	67 5 0	67 5 0	67 2 0	67 7 0	66 5 0	6
Forward	58 7 0	57 13 0	57 7 0	57 2 0	58 3 0	59 13 0	60 1 0	60 0 0	60 10 0	60 4 0	60 7 0	60 8 0	61 13 0	62 7 0	66 1 0	65 15 0	65 9 0	65 5 0	65 6 0	67 6 0	67 9 0	67 8 0	67 13 0	66 10 0	6
RATES OF DISCOUNT.																									
Bank Rate of Discount on Private Bills, 60 days' Sight	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	
Bank Rate of Interest on Demand Loans on Government Securities	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	
Rate of Interest in the Open Market on Government Paper	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	4½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	
Money Market	Quiet.	Quiet.	Easy	Easy.	Steady.	Steady.	Easy.	Steady.	Quiet.	Steady.	Firm.	Quiet.	Easy.	Easy.	Steady.	Steady.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Steady.	
GOVERNMENT SECURITIES.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
Three and a half per cent	88 12 0	89 2 0	89 8 0	89 6 0	89 2 0	89 9 0	89 14 0	90 9 0	91 0 0	91 1 0	90 14 0	91 11 0	91 13 6	91 15 6	92 0 0	91 5 0	91 9 0	91 10 0	92 4 0	95 1 0	95 1 0	95 5 0	96 2 0	97 1 0	9
Three per cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Memo of Government Paper enfaced for London	.....	.....	.....	6,200 0 0	1,75.000 0 0	6,200 0 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,000 0 0	.....	.....	.....	.....	.....	.....	.....	
Government Paper enfaced from London to Bombay	.....	.....	.....	.....	.....	13,700 0 0	15,000 0 0	.....	53,000 0 0	.....	4,000 0 0	75,000 0 0	.....	50,000 0 0	45,000 0 0	.....	6,400 0 0	.....	.....	5,000 0 0	53,900 0 0	.....	.....	.....	
IMPORTS.																									
Piece-goods Market	Is dull, prices however are steady.	Continues quiet.	Continues quiet but steady.	Continues very quiet but steady.	Is dull, but prices are steady.	Continues quiet.	Continues very quiet, prices steady and unaffected by the big jump in cotton prices.	Continues quiet.	Unchanged.	Continues very quiet.	Unchanged.	Continues quiet.	Unchanged.	Continues quiet.	Continues quiet.	Quiet.	Continues quiet. Prices generally are steady.	Is Active. This week Prices are steady.	Retail Inquiry continues helping dealers to reduce Stocks.	Quiet with small Retail Inquiry. Prices generally are steady.	Is unchanged since last reported.	Unchanged.	Unchanged.	Is a little quieter this week.	Co
Grey Shirtings, 8 lbs. 33 in. 37½ yds. (per piece)	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs
" " 8 lbs. 38 in. 37½/38 yds. (")	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6
Water Twist, No. 40's (per lb.)	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 9 9	0 9 9	0 9 9	0 9 9	0 10 6	0 10 6	0 11 0	0 11 0	0 11 3	0
" " No. 32's (")	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 0	0 8 9	0 8 9	0 8 9	0 8 9	0 8 9	0 8 9	0 8 9	0 9 6	0 9 6	0 9 9	0 9 9	0 9 9	0
Copper Braziers in bundles (per cwt.)	36 12 0	36 0 0	36 8 0	36 2 0	36 4 0	36 2 0	36 2 0	35 12 0	35 10 0	36 0	35 8 0	35 10 0	35 10 0	35 4 0	35 4 0	35 4 0	35 4 0	35 4 0	36 8 0	35 8 0	35 4 0	34 8 0	35 0 0	34 14 0	35 0 0	35
Yellow Metal " "	31 8 0	30 6 0	30 6 0	30 2 0	30 2 0	30 4 0	30 2 0	30 2 0	30 0 0	30 0 0	29 14 0	30 0 0	29 14 0	30 0 0	30 8 0	30 12 0	30 8 0	30 8 0	30 8 0	30 4 0	29 8 0	29 12 0	29 10 0	29 12 0	29
Continental Basic Steel Bars (per candy of 746½ lbs.)	43 0 0	43 0 0	43 0 0	42 0 0	42 0 0	42 0 0	42 0 0	42 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	44 0 0	44 0 0	42 0 0 to 43 0 0	43 0 0	43 0 0	43
Continental Nail Rods " "	34 0 0	34 0 0	34 0 0	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0	35 0 0	35 0 0	35 0 0	35 0 0	35 0 0	35 0 0	36 0 0	36 0 0	36 0 0	36 0 0	34 0 0	37 0 0	37 0 0	37 0 0 to 38 0 0	39 0 0 to 40 0 0	39 0 0 to 40 0 0	37
Galvanized Corrugated Sheets (per cwt.)	11 0 0	11 0 0	10 15 0	10 13 0	10 10 0	10 8 0	10 14 0	11 2 0	11 2 0	11 2 0	11 2 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	10 8 0	9 13 0	9 12 0	9 12 0	9
Sugar — Ordinary crystals, beet (per cwt. ex Godown)	13 14 0	13 15 0	13 14 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Mauritius, Ordinary Grains D to J (per cwt. ex Godown)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
China best, Soft, White (per cwt. ex Godown)	.....	.....	.....	.....	.....	.....	.....	.....	15 8 0	15 8 0	15 8 0	15 8 0	15 8 0	15 6 0	15 5 0	15 6 0	15 6 0	15 6 0	15 9 0	15 8 0	.....	15 8 0	15 10 0	15 8 0	15
Java white Granulated T. M. O. quality (per cwt. ex Godown)	13 14 6	14 0 0	13 15 0	13 15 0	13 15 0	13 15 0	13 13 0	13 13 0	13 13 0	13 13 0	13 11 6	13 9 0	13 10 0	13 11 0	13 12 6	13 12 0	13 13 0	13 13 0	13 12 0	13 11 6	13 12 6	13 5 0	13 6 0	13 6 0	13
Japan (per cwt. ex Godown)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
African (" ")	13 15 0	14 0 0	13 15 0	13 15 0	.....	14 0 0	13 15 0	13 14 6	13 14 0	13 14 0	.....	.....	13 12 0	13 12 0	13 13 0	.....	13 12 6	13 12 0	13 10 0	13 8 0	13 11 6	13 10 6	13 4 0	13 4 0	13
Indian	13 10 0 to 14 3 0	13 10 0 to 14 4 0	13 8 0 to 14 3 0	13 12 0 to 14 3 0	.....	13 12 0 to 14 2 0	13 10 0 to 14 3 0	13 10 0 to 14 3 0	13 12 0 to 14 4 0	.....	.....	13 7 0	13 6 0 to 13 12 0	13 6 0 to 14 6 0	13 6 0 to 14 8 0	13 8 0 to 14 8 0	13 4 0 to 14 6 0	13 5 0 to 14 6 0	13 5 0 to 14 4 0	13 4 0 to 14 4 0	13 6 0 to 14 4 0	13 3 0 to 14 6 0	12 14 0 to 14 0 0	12 12 0 to 13 12 0	13
COAL.																									
Indian Coal, F.O.R.—	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs.
Bengal Coal—																									
Desharghar (Selected Grade) (per ton)	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3
Jehria (" ")	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3
Jehria (Grade I) (")	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2
Central Provinces Coal (")	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Foreign Coal (C.I.F.)—	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.
Best Welsh all large (per ton)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" " ¾ large & ¼ small (")	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
" Natal (African) (")	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
EXPORTS.																									
Cotton Exports—																									
(Fully pressed, per candy of 784 lbs.)																									
Cotton Market	Dull.	Steady.	Steady.	Steady.	Steady.	Firm.	Weak.	Weak.	Steady.	Steady.	Weak.	Weak.	Steady.	Weak.	Steady.	Steady.	Steady.	Steady.	Steady.	Firm.	Firm.	Firm.	Firm.	Steadi	Steady.	
M. G. Bengals (Railway terms) F.G.	Rs. 128-8-0 July 1934.	Rs. 129-0-0 July 1934.	Rs. 133-0-0 July 1934.	Rs. 143-8-0 Dec. Jan. 1935.	Rs. 145-0-0 Dec. Jan. 1935.	Rs. 150-8-0 Dec. Jan. 1935.	Rs. 144-8-0 Dec. Jan. 1935.	Rs. 144-0-0 Dec. Jan. 1935.	Rs. 143-8-0 Dec. Jan. 1935.	Rs. 143-0-0 Dec. Jan. 1935.	Rs. 135-12-0 Dec. Jan. 1935.	Rs. 132-0-0 Dec. Jan. 1935.	Rs. 133-0-0 Dec. Jan. 1935.	Rs. 130-8-0 Dec. Jan. 1935.	Rs. 135-0-0 Dec. Jan. 1935.	Rs. 133-4-0 Dec. Jan. 1935.	Rs. 133-0-0 Dec. Jan. 1935.	Rs. 134-0-0 Dec. Jan. 1935.	Rs. 135-0-0 Dec. Jan. 1935.	Rs. 137-12-0 Dec. Jan. 1935.	Rs. 135-12-0 Dec. Jan. 1935.	Rs. 140-8-0 Dec. Jan. 1935.	Rs. 146-4-0 Dec. Jan. 1935.	Rs. 145-8-0 Dec. Jan. 1935.	Rs.
" " (") F.G.	Rs. 142-4-0 Dec. Jan. 1935.	Rs. 143-0-0 Dec. Jan. 1935.	Rs. 146-8-0 Dec. Jan. 1935.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 139-12-0 Mar. 1935.	Rs. 138-12-0 Mar. 1935.	Rs. 143-8-0 Mar. 1935.	Rs. 150-4-0 Mar. 1935.	Rs. 148-12-0 Mar. 1935.	Rs.
" " (") F.G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

Current Quotations as estimated by the Committee of the Bombay Chamber of Commerce during the year 1934—continued.

	Week ending 6th July 1934.	Week ending 13th July 1934.	Week ending 20th July 1934.	Week ending 27th July 1934.	Week ending 3rd August 1934.	Week ending 10th August 1934.	Week ending 17th August 1934.	Week ending 23rd August 1934.	Week ending 31st August 1934.	Week ending 5th September 1934.	Week ending 14th September 1934.	Week ending 21st September 1934.	Week ending 28th September 1934.	Week ending 5th October 1934.	Week ending 12th October 1934.	Week ending 19th October 1934.	Week ending 26th October 1934.	Week ending 2nd November 1934.	Week ending 9th November 1934.	Week ending 16th November 1934.	Week ending 23rd November 1934.	Week ending 30th November 1934.	Week ending 7th December 1934.	Week ending 14th December 1934.	Week ending 21st December 1934.	Week ending 28th December 1934.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
aphic Transfer ..	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/16 d.
Sight ..	1s. 6 1/2 d.	1s. 6 9/16 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/2 d.	1s. 6 1/16 d.
ths' ..	....	....	....	....	....	....	....	....	....	....	1s. 6 5/8 d.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" ..	....	....	....	....	....	....	....	....	....	....	1s. 6 3/4 d.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" ..	....	....	....	....	....	....	....	....	....	....	1s. 6 5/8 d.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
ths' Sight ..	1s. 6 3/16 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 5/16 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	....	1s. 6 1/16 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 1/4 d.	1s. 6 5/16 d.
" ..	1s. 6 3/8 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	....	1s. 6 1/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 5/16 d.	1s. 6 3/8 d.
" ..	1s. 6 1/2 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	....	1s. 6 1/16 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.	1s. 6 3/8 d.
.. .. ..	582	581	581	581	581	580	580	578	570	569	570	568	568	565	563	567	572	574	579	577	577	575	572	570	569	569
.. .. ..	588	587	587	587	587	586	586	584	576	575	576	574	574	571	570	574	579	580	585	584	584	582	579	577	576	576
fer	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	Par	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32
an (per 100 Yen) ..	Rs. a. p. 78 0 0	Rs. a. p. 78 4 0	Rs. a. p. 78 4 0	Rs. a. p. 78 4 0	Rs. a. p. 78 0 0	Rs. a. p. 77 14 0	Rs. a. p. 78 0 0	Rs. a. p. 78 0 0	Rs. a. p. 78 10 0	Rs. a. p. 78 14 0	Rs. a. p. 78 12 0	Rs. a. p. 79 0 0	Rs. a. p. 78 6 0	Rs. a. p. 77 2 0	Rs. a. p. 77 4 0	Rs. a. p. 76 0 0	Rs. a. p. 76 4 0	Rs. a. p. 76 10 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 14 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 12 0	Rs. a. p. 76 10 0
la)	34 3 0	34 4 6	34 4 0	34 5 0	34 5 3	34 4 3	34 6 0	34 6 6	35 1 9	35 15 0	34 14 9	22 0 0	34 16 9	35 2 3	35 4 0	35 3 6	34 12 9	34 11 0	34 8 6	34 10 0	34 10 9	34 13 9	34 14 9	34 14 6	34 14 6	34 15 6
.. .. ..	21 8 6	21 9 0	21 9 0	21 9 0	21 9 6	21 9 6	21 10 6	21 11 0	21 15 6	22 0 6	22 0 0	22 2 0	22 2 0	22 1 6	22 6 0	22 3 0	21 14 0	20 14 0	21 12 0	21 12 0	21 12 0	21 13 6	21 15 6	21 15 0	21 15 0	21 15 0
.. .. ..	58 3 0	57 10 0	57 4 0	57 1 0	58 0 0	59 11 0	59 14 0	59 13 0	60 6 0	60 2 0	60 5 0	60 6 0	61 11 0	62 2 0	65 12 0	65 11 0	65 5 0	65 0 0	65 1 0	67 1 0	67 5 0	67 2 0	67 7 0	66 5 0	65 1 6	64 15 0
rd	58 7 0	57 13 0	57 7 0	57 2 0	58 3 0	59 13 0	60 1 0	60 0 0	60 10 0	60 4 0	60 7 0	60 8 0	61 13 0	62 7 0	66 1 0	65 15 0	65 9 0	65 5 0	65 6 0	67 6 0	67 9 0	67 8 0	67 13 0	66 10 0	65 6 6	65 4 0
NT.																										
te Bills 60 days'	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.	3 1/2 per cent.
Loans on Goverm ..	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "
st on Government ..	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	4 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "	3 1/2 "
.. .. ..	Quiet.	Quiet.	Easy	Easy.	Steady.	Steady.	Easy.	Steady.	Quiet.	Steady.	Firm.	Quiet.	Easy.	Easy.	Steady.	Steady.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Steady.	Very Steady	Very Firm.
ITIES.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
.. .. ..	88 12 0	89 2 0	89 8 0	89 6 0	89 2 0	89 9 0	89 14 0	90 9 0	91 0 0	91 1 0	90 14 0	91 11 0	91 13 6	91 15 6	92 0 0	91 5 0	91 9 0	91 10 0	92 4 0	95 1 0	95 1 0	95 5 0	96 2 0	97 1 0	97 2 0	98 2 0
.. .. ..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
for London ..	....	....	....	6,200 0 0	1,25.000 0 0	6,200 0 0	....	....	....	....	....	....	....	....	....	....	2,000 0 0	....	....	....	....	....	....	....	....	....
on London to	....	....	....	....	....	13,700 0 0	15,000 0 0	....	53,000 0 0	....	4,000 0 0	75,000 0 0	....	50,000 0 0	45,000 0 0	....	6,400 0 0	....	....	5,000 0 0	53,000 0 0	....	....	....	....	30,400 0 0
.. .. ..	Is dull, prices however are steady.	Continues quiet.	Continues quiet but steady.	Continues very quiet but steady.	Is dull, but prices are steady.	Continues quiet.	Continues very quiet, prices steady and unaffected by the big jump in cotton prices.	Continues quiet.	Unchanged.	Continues very quiet.	Unchanged.	Continues quiet.	Unchanged.	Continues quiet.	Continues quiet.	Quiet.	Continues quiet. Prices generally are steady.	Is Active. This week Prices are steady.	Retail Inquiry continues helping dealers to reduce Stocks.	Quiet with small Retail Inquiry. Prices generally are steady.	Is unchanged since last reported.	Unchanged.	Unchanged.	Is a little quieter this week.	Continues quiet. Prices steady.	Continues quiet.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
ls. (per piece) ..	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0
3 yds. (" ..	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
.. .. ..	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 10 6	0 9 9	0 9 9	0 9 9	0 9 9	0 9 9	0 10 6	0 10 6	0 11 3	0 11 6	0 11 6	0 11 6	0 11 6	0 11 6
.. .. ..	0 9 3 to 0 9 9	0 9 3 to 0 9 9	0 9 3 to 0 9 9	0 9 3 to 0 9 9	0 9 3 to 0 9 9	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 0	0 9 0	0 8 9	0 8 9	0 8 9	0 8 9	0 8 9	0 9 6	0 9 6	0 9 9	0 9 9	0 9 9	0 9 9	0 9 9	0 9 9
t.)	36 12 0	36 0 0	36 8 0	36 2 0	36 4 0	36 2 0	36 2 0	35 12 0	35 10 0	36 0	35 8 0	35 10 0	35 10 0	35 4 0	35 4 0	35 4 0	35 2 0	36 8 0	35 8 0	35 4 0	34 8 0	35 0 0	34 14 0	35 0 0	35 4 0	35 4 0
)..	31 8 0	30 0 0	30 6 0	30 4 0	30 2 0	30 4 0	30 2 0	30 2 0	30 0 0	30 0 0	29 14 0	29 14 0	30 0 0	30 0 0	30 8 0	30 12 0	30 8 0	30 8 0	30 8 0	30 4 0	29 8 0	29 12 0	29 10 0	29 12 0	29 12 0	29 12 0
ndy of 746½ lbs.) ..	43 0 0	43 0 0	43 0 0	42 8 0	42 0 0	42 0 0	42 0 0	42 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 8 0	44 8 0	44 8 0	44 8 0	42 0 0 to 43 0 0	43 0 0	43 0 0	43 0 0	44 0 0
"	34 0 0	34 0 0	34 0 0	33 0 0	33 0 0	33 0 0	33 0 0	33 0 0	35 0 0	35 0 0	35 0 0	35 0 0	35 0 0	35 0 0	35 0 0	36 0 0	36 0 0	36 0 0	37 0 0	37 0 0	37 0 0	37 0 0 to 38 0 0	39 0 0 to 40 0 0	39 0 0 to 40 0 0	37 0 0 to 40 0 0	40 0 0
cwt.)	11 0 0	11 0 0	10 15 0	10 12 0	10 10 0	10 8 0	10 14 0	11 2 0	11 2 0	11 2 0	11 2 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	11 0 0	10 8 0	9 13 0	9 12 0	9 12 0	9 12 0	9 12 0	9 11 0
st (per cwt. ex	13 14 0	13 15 0	13 14 0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Grains D to J	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
ite (per cwt. ex	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T. M. O. quality	13 14 0	14 0 0	13 15 0	13 15 0	13 15 0	13 15 0	13 13 0	13 13 0	13 13 0	13 13 0	13 11 6	13 9 0	13 10 0	13 11 0	13 12 6	13 12 6	13 13 0	13 13 0	13 12 0	13 11 6	13 12 6	13 11 6	13 5 0	13 6 0	13 6 0	13 3 0 to 13 5 0
own)	....	....	....	....	....	14 0 0	13 15 0	13 14 6	13 14 0	....	....	13 0 6	13 12 0	13 12 0	13 13 0	13 12 0	13 12 0	13 12 0	13 10 0	13 8 0	13 11 6	13 19 6	13 4 0	13 4 0	13 4 0	....
)	13 15 0	14 0 0	13 15 0	13 15 0	....	....	....	....	....	....	....	13 7 0	13 0 0 to 13 12 0	13 6 0 to 14 6 0	13 6 0 to 14 8 0	13 8 0 to 14 8 0	13 4 0 to 14 6 0	13 5 0 to 14 6 0	13 5 0 to 14 4 0	13 4 0 to 14 4 0	13 6 0 to 14 4 0	13 3 0 to 14 6 0	12 14 0 to 14 0 0	12 14 0 to 13 12 0	13 0 0 to 13 6 0	13 0 0 to 13 6 0
	13 10 0 to 14 3 0	13 10 0 to 14 4 0	13 8 0 to 14 3 0	13 12 0 to 14 3 0	....	13 12 0 to 14 2 0	13 10 0 to 14 3 0	13 10 0 to 14 3 0	13 12 0 to 14 4 0	....	....															
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
.. (per ton)	3 12 0	3 15 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0
.. (")	3 12 0	3 15 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0
.. (")	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0	2 14 0
.. (")	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
.. (per ton)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.. (")	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.. (")	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
34 lbs.)																										
.. .. ..	Dull.	Steady.	Steady.	Steady.	Steady.	Firm.	Weak.	Weak.	Steady.	Steady.	Weak.	Weak.	Steady.	Weak.	Steady.	Steady.	Steady.	Steady.	Firm.	Firm.	Firm.	Firm.	Steady.	Steady.	Firm.	Firm.
.. .. F.G.	Rs. 128-8-0 July 1934.	Rs. 12[illegible]-0-0 July 1934.	Rs. 133-0-0 July 1934.	Rs. 143-8-0 Dec.-Jan. 1935.	Rs. 145-0-0 Dec.-Jan. 1935.	Rs. 150-8-0 Dec.-Jan. 1935.	Rs. 144-8-0 Dec.-Jan. 1935.	Rs. 144-0-0 Dec.-Jan. 1935.	Rs. 143-8-0 Dec.-Jan. 1935.	Rs. 143-0-0 Dec.-Jan. 1935.	Rs. 135-12-0 Dec.-Jan. 1935.	Rs. 132-0-0 Dec.-Jan. 1935.	Rs. 143-0-0 Dec.-Jan. 1935.	Rs. 130-8-0 Dec.-Jan. 1935.	Rs. 135-0-0 Dec.-Jan. 1935.	Rs. 133-4-0 Dec.-Jan. 1935.	Rs. 133-0-0 Dec.-Jan. 1935.	Rs. 134-0-0 Dec.-Jan. 1935.	Rs. 135-0-0 Dec.-Jan. 1935.	Rs. 137-12-0 Dec.-Jan. 1935.	Rs. 135-12-0 Dec.-Jan. 1935.	Rs. 140-8-0 Dec.-Jan. 1935.	Rs. 146-4-0 Dec.-Jan. 1935.	Rs. 145-8-0 Dec.-Jan. 1935.	Rs. 149-8-0 Dec.-Jan. 1935.	Rs. 153-4-0 Dec.-Jan. 1935.
.. .. F.G.	Rs. 142-4-0 Dec.-Jan. 1935.	Rs. 14[illegible]-0-0 Dec.-Jan. 1935.	Rs. 146-8-0 Dec.-Jan. 1935.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	Rs. 139-12-0 Mar. 1935.	Rs. 138-12-0 Mar. 1935.	Rs. 143-8-0 Mar. 1935.	Rs. 150-4-0 Mar. 1935.	Rs. 148-12-0 Mar. 1935.	Rs. 151-8-0 Mar. 1935.	Rs. 156-0-0 Mar. 1935.
.. .. F.G.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

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Current Quotations as estimated by the Committee of the Bombay Chamber of Commerce during the year 1934.

QUOTATION.	Week ending 5th January 1934.	Week ending 12th January 1934.	Week ending 19th January 1934.	Week ending 26th January 1934.	Week ending 2nd February 1934.	Week ending 9th February 1934.	Week ending 16th February 1934.	Week ending 23rd February 1934.	Week ending 2nd March 1934.	Week ending 9th March 1934.	Week ending 16th March 1934.	Week ending 23rd March 1934.	Week ending 29th March 1934.	Week ending 6th April 1934.	Week ending 13th April 1934.	Week ending 20th April 1934.	Week ending 27th April 1934.	Week ending 4th May 1934.	Week ending 11th May 1934.	Week ending 18th May 1934.	Week ending 25th May 1934.	Week ending 1st June 1934.	Week ending 8th June 1934.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills. Telegraphic Transfer	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.
On England Bank Bills. Sight	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.
On England Bank Bills. 3 months'	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
On England Bank Bills. 4 „	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
On England Bank Bills. 6 „	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
First Class Credits 3 months' Sight	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6 15/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.
First Class Credits 4 „	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 17/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6d.	1s. 6d.
First Class Credits 6 „	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.
Documents 3 months' Sight	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.	1s. 6 5/32d.
Documents 4 „	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 11/32d.	1s. 6 7/32d.	1s. 6 7/32d.	1s. 6 7/32d.	1s. 6 7/32d.	1s. 6 7/32d.
Documents 6 „	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 13/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.	1s. 6 9/32d.
French Francs, D/A Sight	631	634	603	609	595	600	587	593	590	590	591	587	590	594	594	593	593	589	588	587	584	584	584
„ „ 3 months' „	638	641	610	615	602	607	592	600	596	596	597	594	596	600	603	599	595	595	595	593	591	591	591
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Mercantile Bills, 60 days' Sight, Japan (per 100 Yen.)	79 8 0	78 4 0	78 12 0	78 8 0	78 12 0	78 4 0	78 4 0	78 0 0	77 12 0	77 12 0	77 12 0	77 8 0	77 4 0	77 6 0	77 6 0	77 8 0	77 14 0	74 14 0	78 0 0	78 4 0	78 4 0	78 4 0	78 4 0
English Bar Gold, (100 touch per tola)	31 7 9	31 5 9	32 13 0	32 9 3	34 0 0	33 14 0	33 15 9	33 12 0	33 11 6	33 14 6	33 12 0	33 11 3	33 10 9	33 6 0	33 6 0	33 7 3	33 10 3	33 10 3	33 12 0	33 13 3	34 0 3	34 2 3	34 3 6
Sovereigns	20 0 6	19 15 6	20 12 3	20 9 9	21 8 0	21 5 0	21 6 6	21 4 6	21 5 6	21 6 0	21 5 3	21 5 0	21 5 0	21 0 6	21 2 6	21 3 6	21 4 0	21 4 0	21 3 6	21 4 0	21 8 0	21 8 0	21 8 0
Bar Silver Ready	54 7 0	54 2 0	54 15 0	54 3 0	54 7 0	55 14 0	55 12 0	57 0 0	56 1 0	55 10 0	56 8 0	55 5 0	55 0 0	55 5 0	55 7 0	54 11 0	52 5 0	52 7 0	52 5 0	53 10 0	53 14 0	54 8 0	55 4 0
Bar Silver Forward	54 13 0	57 0 0	57 13 0	57 6 0	57 12 0	58 6 0	59 10 0	61 4 0	61 13 0	61 10 0	62 11 0	55 10 0	55 3 0	55 8 0	55 11 0	54 15 0	52 9 0	52 10 0	53 8 0	53 13 0	54 0 0	54 10 0	55 7 0
RATES OF DISCOUNT.																							
Bank Rate of Discount on Private Bills, 60 days' Sight	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.
Bank Rate of Interest on Demand Loans on Government Securities	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „
Rate of Interest in the Open Market on Government Paper	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	3½ „	Not known.	3½ „	Dull.	3½ „	3½ „	Easy.	3½ „	Steady.
Money Market	Steady.	Quiet.	Steady.	Steady.	Steady.	Firm.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.				Quiet.	Quiet.		Easy.	
GOVERNMENT SECURITIES.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Three and a half per cent.	83 2 0	83 5 0	83 3 0	83 7 0	84 10 0	87 1 0	84 13 0	85 15 6	87 2 0	87 9 0	87 5 0	88 10 0	88 10 0	89 5 0	89 15 0	87 12 0	88 3 0	88 14 0	88 13 0	89 2 0	89 3 0	88 14 0	88 2 0
Three per cent.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Memo. of Government Paper enfaced for London	96,000 0 0	3,900 0 0	Nil.	Nil.	900 0 0	Nil.	37,800 0 0	Nil.	1,100 0 0	Nil.	200 0 0	Nil.	Nil.	81,100 0 0	45,300 0 0	7,000 0 0	25,000 0 0	2,50,000 0 0	15,000 0 0	Nil.	Nil.	Nil.	33,800 0 0
Government Paper enfaced from London to Bombay	Nil.	Nil.	Nil.	Nil.	55,000 0 0	10,400 0 0	24,300 0 0	3,600 0 0	18,700 0 0	18,000 0 0	34,400 0 0	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	15,500 0 0	1,500 0 0	Nil.	31,600 0 0	Nil.	Nil.
IMPORTS.																							
Piece-goods Market	Unchanged.	Continues Quiet.	Continues very Quiet.	Very Quiet.	Very Quiet. Spot Prices Generally Steady. Clearances are Poor.	Very Quiet.	Continues Quiet.	Continues Very Quiet.	Unchanged.	Continues Quiet.	Quiet but Steady.	Unchanged.	Quiet but Steady.	Very Quiet.	Very Quiet.	Continues Quiet. Prices Generally are Steady.	Continues Quiet.	Continues Quiet.	Unchanged.	Continues Quiet.	Continues Quiet.	Continues Quiet.	Very Quiet.
Grey Shirtings, 7 lbs. 33 in. 37½ yds. (per piece)	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0	Rs. a. p. 6 0 0
„ „ 8 lbs. 38 in. 37½ to 38 yds. („)	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
Water Twist, No. 40's (per lb.)	0 10 6 to 0 10 9	0 10 6 to 0 10 9	0 10 6 to 0 10 9	0 10 6 to 0 10 9	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 11 0 to 0 11 6	0 11 0 to 0 11 6	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 9 to 0 11 3	0 10 5 to 0 11 3	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9	0 10 3 to 0 10 9
„ „ No. 32's („)	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 0	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 6 to 0 10 3	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 6 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9	0 9 0 to 0 9 9
Copper Bolsiers (in Bundles) per cwt.	(Nom.) 36 12 0	(Nom.) 37 0 0	(Nom.) 37 0 0	(Nom.) 38 4 0	(Nom.) 37 4 0	(Nom.) 37 4 0	(Nom.) 37 0 0	(Nom.) 37 0 0	(Nom.) 37 8 0	(Nom.) 37 9 0	(Nom.) 37 0 0	(Nom.) 36 12 0	(Nom.) 37 0 0	(Nom.) 37 0 0	(Nom.) 37 4 0	(Nom.) 37 4 0	(Nom.) 37 4 0	(Nom.) 38 4 0	(Nom.) 38 10 0	(Nom.) 39 0 0	(Nom.) 38 0 0	(Nom.) 37 8 0	(Nom.) 37 8 0
Yellow Metal („ „)	32 4 0	32 0 0	32 4 0	33 0 0	34 0 0	33 0 0	33 0 0	32 8 0	32 8 0	31 8 0	31 0 0	31 0 0	30 8 0	31 8 0	30 12 0	31 0 0	31 0 0	31 4 0	31 6 0	31 4 0	31 4 0	30 12 0	30 12 0
Continental Basic Steel Bars (per Candy of 746½ lbs.)	42 0 0	42 0 0	42 0 0	43 0 0	43 0 0	43 0 0 to 44 0 0	43 0 0 to 44 0 0	43 0 0	43 0 0	42 0 0	43 0 0	43 0 0	43 0 0	43 0 0	43 0 0	41 0 0	41 0 0	42 0 0	41 0 0	41 0 0	41 0 0	41 0 0	41 0 0
Continental Nail Rods („ „)	32 0 0 to 33 0 0	33 0 0	33 0 0	34 0 0	34 0 0	34 0 0 to 34 8 0	34 0 0 to 34 8 0	34 0 0 to 34 8 0	33 8 0	36 0 0	35 0 0	34 0 0	34 0 0	34 0 0	34 0 0	38 0 0	38 0 0	38 0 0	33 0 0	33 0 0	33 0 0	33 0 0	34 0 0
Galvanised Corrugated Sheets (per cwt.)	11 4 0	11 2 0	11 2 0	11 3 0	11 3 0	11 4 0	11 4 0	11 3 0	11 2 0	11 2 0	11 1 0	11 2 0	11 2 0	11 4 0	11 5 0	11 2 0	11 2 0	11 0 0	11 2 0	11 3 0	11 4 0	11 0 0	10 14 0
Sugar... Ordinary Crystals, beet (per cwt. ex. Godown)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Sugar... Mauritius, Ordinary Grains, D to J. (per cwt. ex. Godown)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Sugar... China best, Soft, White (per cwt. ex. Godown)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Sugar... Java, White Granulated T.M.O. quality (per cwt. ex. Godown)	13 14 0	13 9 0	13 12 0	13 13 6	14 0 0	14 0 6	14 2 0	14 3 6	14 8 0	14 6 0	14 5 0	14 3 0	14 3 0	14 3 0	14 2 0	14 2 0	14 2 6	14 1 0 to 14 3 0	14 0 0	13 15 0	13 15 0	13 13 0 to 14 1 0	13 14 0
Sugar... Japan (per cwt. ex. Godown)	....	....	....	....	....	....	....	....	....	14 3 6	14 3 0	....	....	....	....	....	....	....	....	13 15 0	14 0 0	14 0 0	13 13 0
Sugar... African („ „ „ „)	....	....	....	....	....	....	....	....	....	....	....	14 3 0	14 3 0	....	....	....	....	....	....	....	....	....	....
Sugar... Indian („ „ „ „)	....	....	....	....	....	....	....	....	....	....	....	13 4 0 to 14 3 0	13 11 0 to 14 3 0	13 10 0 to 14 5 0	13 10 0 to 14 2 0	13 10 0 to 14 2 0	13 4 0 to 14 4 0	13 6 0 to 14 4 0	13 6 0 to 14 5 0	13 6 0 to 14 5 0	13 10 0 to 14 5 0	13 8 0 to 14 5 0	13 10 0 to 14 5 0
COAL.																							
Indian Coal, F.O.R.—	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Bengal Coal— Desharghur Selected Grade (per ton)	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	3 12 0	3 12 0	3 12 0	3 12 0
Bengal Coal— Jheria Selected Grade („)	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	3 12 0	3 12 0	3 12 0	3 12 0
Bengal Coal— Jheria Grade I. („)	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 0 0	3 0 0	3 0 0	3 0 0
Bengal Coal— Central Provinces Coal („)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Foreign Coal (C.I.F.)—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Best Welsh all large (per ton)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
„ „ ¾ large and ¼ small („)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
„ Natal (African) („)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
EXPORTS.																							
Cotton Exports.— (Fully pressed, per Candy of 784 lbs.)																							
Cotton Market	Steady.	Steady.	Steady.	Steady.	Firm.	Steady.	Weak.	Steady	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Firm.	Weak.	Weak.	Steady.	Steady.	Weak.	Weak.	Steady.	Firm.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
M. G. Bengals (Railway terms) F. G.	134 4 0 Dec.—Jan. 1934.	143 8 0 Dec.—Jan. 1934.	145 0 0 Dec.—Jan. 1934.	140 8 0 March 1934.	140 0 0 March 1934.	147 0 0 March 1934.	136 0 0 March 1934.	137 4 0 March 1934.	125 0 0 March 1934.	138 0 0 March 1934.	135 8 0 March 1934.	131 4 0 May 1934.	128 8 0 May 1934.	130 12 0 May 1934.	133 8 0 May 1934.	128 0 0 May 1934.	125 0 0 May 1934.	124 0 0 May 1934.	127 0 0 May 1934.	133 12 0 May 1934.	127 8 0 May 1934.	134 0 0 July 1934.	141 0 0 July 1934.
„ „ („) F. G.	139 8 0 March 1934.	146 8 0 March 1934.	146 0 0 March 1934.	143 8 0 May 1934.	149 12 0 May 1934.	150 4 0 May 1934.	140 8 0 May 1934.	141 0 0 May 1934.	140 0 0 May 1934.	141 8 0 May 1934.	137 12 0 May 1934.	134 0 0 May 1934.	131 8 0 July 1934.	133 8 0 July 1934.	134 12 0 July 1934.	130 12 0 July 1934.	127 0 0 July 1934.	126 12 0 July 1934.	128 0 0 July 1934.	132 12 0 July 1934.	123 8 0 July 1934.	139 0 0 Dec. Jan. 1935.	147 0 0 Dec. Jan. 1935.
„ „ („) F. G.	....	150 8 0 May 1934.	148 12 0 May 1934.	....	....	....	143 12 0 July 1934.	144 8 0 July 1934.	143 8 0 July 1934.	144 12 0 July 1934.	140 8 0 July 1934.	....	....	....	....	....	....	130 12 0 Dec. Jan. 1935.	131 0 0 Dec. Jan. 1935.	137 8 0 Dec. Jan. 1935.	133 8 0 Dec. Jan. 1935.	....	....
Oomra (Fair staple) Fine	169 12 0 Dec. Jan. 1934.	181 0 0 Dec. Jan. 1934.	179 12 0 Dec. Jan. 1934.	176 8 0 March 1934.	184 0 0 March 1934.	190 0 0 March 1934.	177 0 0 March 1934.	180 8 0 March 1934.	177 8 0 March 1934.	177 0 0 March 1934.	176 0 0 March 1934.	170 4 0 March 1934.	168 4 0 March 1934.	169 12 0 March 1934.	170 0 0 March 1934.	170 12 0 May 1934.	166 8 0 May 1934.	165 0 0 May 1934.	170 8 0 May 1934.	175 0 0 May 1934.	173 8 0 May 1934.	180 0 0 July 1934.	192 4 0 July 1934.
„ „ („) Fine	171 8 0 March 1934.	181 0 0 March 1934.	180 0 0 March 1934.	178 8 0 May 1934.	186 0 0 May 1934.	191 4 0 May 1934.	178 8 0 May 1934.	181 8 0 May 1934.	178 12 0 May 1934.	179 0 0 May 1934.	176 12 0 May 1934.	172 4 0 May 1934.	170 4 0 May 1934.	171 0 0 May 1934.	170 8 0 July 1934.	166 0 0 July 1934.	164 0 0 July 1934.	168 8 0 July 1934.	172 4 0 July 1934.	170 8 0 July 1934.	179 0 0 Dec. Jan. 1935.	190 4 0 Dec. Jan. 1935.
„ „ („) Fine	....	182 0 0 May	182 0 0 May	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Current Quotations as estimated by the Committee of the Bombay Chamber of Commerce during the year 1934.

	Week ending 5th January 1934.	Week ending 12th January 1934.	Week ending 19th January 1934.	Week ending 26th January 1934.	Week ending 2nd February 1934.	Week ending 9th February 1934.	Week ending 16th February 1934.	Week ending 23rd February 1934.	Week ending 2nd March 1934.	Week ending 9th March 1934.	Week ending 16th March 1934.	Week ending 23rd March 1934.	Week ending 29th March 1934.	Week ending 6th April 1934.	Week ending 13th April 1934.	Week ending 20th April 1934.	Week ending 27th April 1934.	Week ending 4th May 1934.	Week ending 11th May 1934.	Week ending 18th May 1934.	Week ending 25th May 1934.	Week ending 1st June 1934.	Week ending 8th June 1934.	Week ending 15th June 1934.	Week ending 22nd June 1933.	Week ending 29th June 1934.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6 1/32d.	1s. 6 1/32d.
	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6 1/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6 1/32d.	1s. 6 1/16d.
	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6 1/32d.	1s. 6 1/32d.
	1s. 6 1/16d.	1s. 6 1/16d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6 1/32d.	1s. 6 1/32d.
	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.
	1s. 6 3/32d.	1s. 6 1/16d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6 3/32d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6d.	1s. 6 1/32d.	1s. 6 1/32d.
	631	634	693	699	595	602	607	597	600	596	596	597	594	596	600	603	599	595	595	595	593	591	591	591	587	586	590
	638	641	610	615	602	607	597	600	596	596	597	594	596	600	603	599	595	595	595	593	591	591	591	591	587	586	590
	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	79 8 0	78 4 0	78 12 0	78 8 0	78 12 0	78 4 0	78 4 0	78 0 0	77 12 0	77 12 0	77 12 0	77 12 0	77 12 0	77 8 0	77 4 0	77 6 0	77 6 0	77 8 0	77 14 0	74 14 0	78 0 0	78 4 0	78 4 0	78 4 0	77 8 0	78 4 0	78 0 0
	31 7 9	31 5 9	32 13 0	32 9 3	34 0 0	33 14 6	33 15 0	33 12 0	33 14 6	33 14 0	33 12 9	33 11 3	33 10 9	33 6 0	33 6 0	33 7 3	33 10 3	33 10 3	33 12 0	33 13 3	34 0 3	34 2 3	34 3 6	34 4 0	34 4 0	34 0 9
	20 0 6	19 15 6	20 12 3	20 9 9	21 8 0	21 5 0	21 6 6	21 4 6	21 5 6	21 6 0	21 5 3	21 5 0	21 5 0	21 0 6	21 2 6	21 3 6	21 4 0	21 4 0	21 3 6	21 4 0	21 8 0	21 8 0	21 8 0	21 8 0	21 8 3	21 8 3	21 8 0
	54 7 0	54 2 0	54 15 0	54 3 0	54 7 0	55 14 0	55 12 0	57 0 0	56 1 0	55 10 0	56 8 0	55 5 0	55 0 0	55 5 0	55 7 0	54 11 0	52 5 0	52 7 0	52 5 0	53 10 0	53 14 0	51 8 0	55 4 0	55 3 0	55 11 0	58 2 0
	54 13 0	57 0 0	57 13 0	57 6 0	57 12 0	58 6 0	59 10 0	61 4 0	61 13 0	61 10 0	62 11 0	55 10 0	55 3 0	55 8 0	55 11 0	54 15 0	52 8 0	52 10 0	53 8 0	53 13 0	54 0 0	54 10 0	55 7 0	55 6 0	55 14 0	58 4 0
Securities	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3¾ per cent.	3¾ per cent.	3¾ per cent.	3¾ per cent.	3¾ per cent.	3¾ per cent.
r	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "	3½ "
	3½ Steady.	Quiet.	Steady.	Steady.	Steady.	Steady.	Firm.	Steady.	Steady.	Steady.	Steady.	Steady.	Firm.	Steady.	Steady.	Not known.	Steady.	Dull.	Quiet.	Quiet.	Easy.	Easy.	Steady.	Steady.	Easy.	Quiet.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	83 2 0	83 5 0	83 3 0	83 7 0	84 10 0	85 1 0	84 13 0	85 15 6	87 2 0	87 9 0	87 5 0	88 10 0	88 10 0	89 6 0	88 15 0	87 12 0	88 3 0	88 11 0	88 13 0	89 2 0	89 3 0	88 14 0	88 2 0	88 0 0	87 12 0	88 2 0
	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
	Nil.	Nil.	Nil.	Nil.	900 0 0	Nil.	Nil.	Nil.	Nil.	1,100 0 0	Nil.	Nil.	200 0 0	Nil.	Nil.	Nil.	Nil.	2,50,000 0 0	15,000 0 0	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	1,000 0 0
	96,000 0 0	3,900 0 0	Nil.	Nil.	55,000 0 0	37,800 0 0	10,400 0 0	24,300 0 0	3,600 0 0	18,700 0 0	18,900 0 0	34,400 0 0	Nil.	81,100 0 0	45,300 0 0	7,000 0 0	25,000 0 0	15,500 0 0	1,500 0 0	Nil.	31,000 0 0	Nil.	33,800 0 0	6,700 0 0	100 0 0	5,05,800 0 0
	Unchanged.	Continues Quiet.	Continues very Quiet.	Very Quiet.	Very Quiet. Spot Prices Generally Steady. Clearances are Poor.	Very Quiet.	Continues Quiet.	Continues Very Quiet.	Unchanged.	Continues Quiet.	Quiet but Steady.	Unchanged.	Quiet but Steady.	Very Quiet.	Very Quiet.	Continues Quiet. Prices Generally are Steady.	Continues Quiet.	Continues Quiet.	Unchanged.	Continues Quiet.	Continues Quiet.	Continues Quiet.	Very Quiet.	Continues Very Quiet.	Unchanged.	Continues Quiet.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0	6 0 0
	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0	6 12 0
	10 6 to 10 9	10 6 to 10 9	10 6 to 10 9	10 6 to 10 9	10 6 to 11 3	10 9 to 11 3	10 9 to 11 6	10 11 to 11 6	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3	10 9 to 11 3
	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)
	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0	9 6 to 10 0
	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)	(Nom.)
	36 12 0	37 0 0	37 0 0	38 4 0	37 4 0	37 4 0	37 0 0	37 0 0	37 8 0	37 0 0	37 0 0	37 0 0	36 12 0	37 0 0	37 0 0	37 4 0	37 4 0	37 4 0	38 4 0	38 10 0	38 0 0	38 0 0	37 8 0	37 4 0	37 0 0	36 12 0
	32 6 0	32 8 0	33 0 0	32 4 0	34 0 0	34 0 0	33 0 0	33 0 0	32 8 0	32 8 0	31 8 0	31 0 0	31 0 0	30 8 0	31 8 0	30 12 0	31 0 0	31 0 0	31 4 0	31 6 0	31 4 0	31 4 0	30 12 0	30 12 0	30 6 0	30 4 0
	42 0 0	42 0 0	42 0 0	43 0 0	43 0 0	43 0 0 to 44 0 0	43 0 0 to 44 0 0	43 0 0 to 44 0 0	43 0 0	43 0 0	42 0 0	43 0 0	43 0 0	43 0 0	43 0 0	41 0 0	41 0 0	41 0 0	42 0 0	41 0 0	41 0 0	41 0 0	41 0 0	41 0 0	42 0 0	43 0 0
	32 0 0 to 33 3 0	33 0 0	34 0 0	34 0 0	34 0 0 to 34 8 0	34 0 0 to 34 8 0	34 0 0 to 34 8 0	34 0 0 to 34 8 0	33 8 0	36 0 0	35 0 0	34 0 0	34 0 0	34 0 0	34 0 0	33 0 0	38 0 0	38 0 0	33 0 0	33 6 0	33 0 0	33 0 0	34 0 0	34 0 0	34 0 0	34 0 0
	11 4 0	11 2 0	11 3 0	11 3 0	11 4 0	11 4 0	11 4 0	11 2 0	11 2 0	11 2 0	11 1 0	11 2 0	11 2 0	11 4 0	11 5 0	11 2 0	11 2 0	11 0 0	11 2 0	11 3 0	11 4 0	11 0 0	10 14 0	11 0 0	11 4 0	11 2 0
Godown)																									14 0 0	
& ex. Godown)	13 15 0	13 9 0	13 12 0	13 13 6	14 0 0	14 0 6	14 2 0	14 3 6	14 8 0	14 6 0	14 5 0	14 3 0	14 3 0	14 3 0	14 2 0	14 2 0	14 2 6	14 1 0 to 14 3 0	14 0 0	13 15 0	13 15 0	13 15 0 to 14 1 0	13 14 0	13 13 0	13 13 0	13 15 0
										14 3 6	14 3 0		14 3 0					13 15 0		14 0 0	14 0 0	14 0 0	14 0 0	13 14 0	13 15 0
											13 4 0 to 14 3 0		13 11 0 to 14 3 0	13 10 0 to 14 5 0	13 10 0 to 14 2 0	13 0 0 to 14 2 0	13 4 0 to 14 4 0	13 6 0 to 14 4 0	13 6 0 to 14 2 0	13 6 0 to 14 5 0	13 10 0 to 14 5 0	13 8 0 to 14 5 0	13 10 0 to 14 5 0	13 10 0 to 14 4 0	13 12 0 to 14 4 0	13 12 0 to 14 3 0
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
(per ton)	4 4 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0
(")	4 4 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	4 0 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0	3 12 0
(")	3 5 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 4 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
(per ton)																										
(")																										
(")																										
	Steady.	Steady.	Steady.	Steady.	Firm.	Steady.	Weak.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.	Firm.	Weak.	Weak.	Steady.	Steady.	Weak.	Weak.	Steady.	Firm.	Dull.	Firm.	Firm.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
..F.G.	134 1 0 Dec.-Jan. 1934.	143 8 0 Dec.-Jan. 1934.	145 0 0 Dec.-Jan. 1934.	140 8 0 March 1934.	146 0 0 March 1934.	137 0 0 March 1934.	136 0 0 March 1934.	137 4 0 March 1934.	135 0 0 March 1934.	138 0 0 March 1934.	135 8 0 March 1934.	131 4 0 May 1934.	128 8 0 May 1934.	130 12 0 May 1934.	133 8 0 May 1934.	128 0 0 May 1934.	125 0 0 May 1934.	124 0 0 May 1934.	127 0 0 May 1934.	133 12 0 May 1934.	127 8 0 May 1934.	134 0 0 July 1934.	141 0 0 July 1934.	135 8 0 July 1934.	136 8 0 July 1934.	135 0 0 July 1934.
	139 0 0 Dec.-Jan. 1934.	146 8 0 March 1934.	146 0 0 March 1934.	143 8 0 May 1934.	149 12 0 May 1934.	150 4 0 May 1934.	140 8 0 May 1934.	141 0 0 May 1934.	140 0 0 May 1934.	141 8 0 May 1934.	137 12 0 May 1934.	134 0 0 July 1934.	131 8 0 July 1934.	133 8 0 July 1934.	134 12 0 July 1934.	130 12 0 July 1934.	127 0 0 July 1934.	126 12 0 July 1934.	128 0 0 July 1934.	132 12 0 July 1934.	128 8 0 July 1934.	139 0 0 Dec.-Jan. 1935.	147 0 0 Dec.-Jan. 1935.	142 0 0 Dec.-Jan. 1935.	145 4 0 Dec.-Jan. 1935.	146 4 0 Dec.-Jan. 1935.
..F.G.	.....	150 8 0 May 1934.	148 12 0 May 1934.	.....	.....	.....	143 12 0 July 1934.	144 8 0 July 1934.	143 8 0 July 1934.	144 12 0 July 1934.	140 8 0 July 1934.	.....	.....	.....	.....	.....	.....	130 12 0 Dec.-Jan. 1935.	131 0 0 Dec.-Jan. 1935.	137 8 0 Dec.-Jan. 1935.	133 8 0 Dec.-Jan. 1935.	.....	.....	.....	.....	.....
..Fine	169 8 0 Dec.-Jan. 1934.	181 0 0 Dec.-Jan. 1934.	179 12 0 Dec.-Jan. 1934.	176 8 0 March 1934.	184 0 0 March 1934.	190 0 0 March 1934.	177 0 0 March 1934.	180 8 0 March 1934.	177 8 0 March 1934.	177 0 0 March 1934.	176 0 0 March 1934.	170 4 0 March 1934.	168 4 0 March 1934.	169 12 0 March 1934.	180 0 0 May 1934.	170 12 0 May 1934.	166 8 0 May 1934.	166 0 0 May 1934.	175 0 0 May 1934.	173 8 0 May 1934.	180 0 0 July 1934.	192 4 0 July 1934.	186 4 0 July 1934.	187 4 0 July 1934.	189 0 0 July 1934.
..Fine	171 8 0 March 1934.	181 0 0 March 1934.	180 0 0 March 1934.	178 8 0 May 1934.	186 0 0 May 1934.	191 4 0 May 1934.	178 8 0 May 1934.	181 8 0 May 1934.	178 12 0 May 1934.	179 0 0 May 1934.	176 12 0 May 1934.	172 4 0 May 1934.	170 4 0 May 1934.	171 0 0 May 1934.	179 0 0 July 1934.	170 8 0 July 1934.	166 0 0 July 1934.	164 0 0 July 1934.	168 8 0 July 1934.	172 4 0 July 1934.	170 8 0 July 1934.	170 0 0 Dec.-Jan. 1935.	190 4 0 Dec.-Jan. 1935.	185 8 0 Dec.-Jan. 1935.	187 12 0 Dec.-Jan. 1935.	191 0 0 Dec.-Jan. 1935.
..Fine	.....	182 0 0 May	182 0 0 May	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	167 0 0 July	168 12 0 July	172 8 0 July	171 8 0 July	.....	.....	.....	.....	.....

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